VOL. CCXXII, No. 2892
PRICE TWO SHILLINGS

Fit "TripleX"- and be safe
Reg'd

THE SPHERE
With which is incorporated "BLACK & WHITE"
JULY 16, 1955

The SPHERE

with which is incorporated The GRAPHIC

McVITIE & PRICE
Makers of Finest Quality Biscuits
EDINBURGH · LONDON · MANCHESTER

EL TROVADOR JAMAICAN CIGARS
FABRICA DE TABACOS * EL * TROVADOR JAMAICA

Otard
COGNAC BRANDY
FAMOUS SINCE 1795

Apollinaris is the natural mixer with Scotch...
ask for a Scotch and POLLY

Drambuie
THE DRAMBUIE LIQUEUR CO., LTD., YORK PLACE, EDINBURGH.

TRADE MARK
BEER AT ITS BEST
TENNENT'S LAGER
ENJOYED THE WORLD O'ER
J. & R. TENNENT LTD · WELLPARK BREWERY GLASGOW

Oh for some Optrex
IT SOOTHES AND STRENGTHENS THE EYES

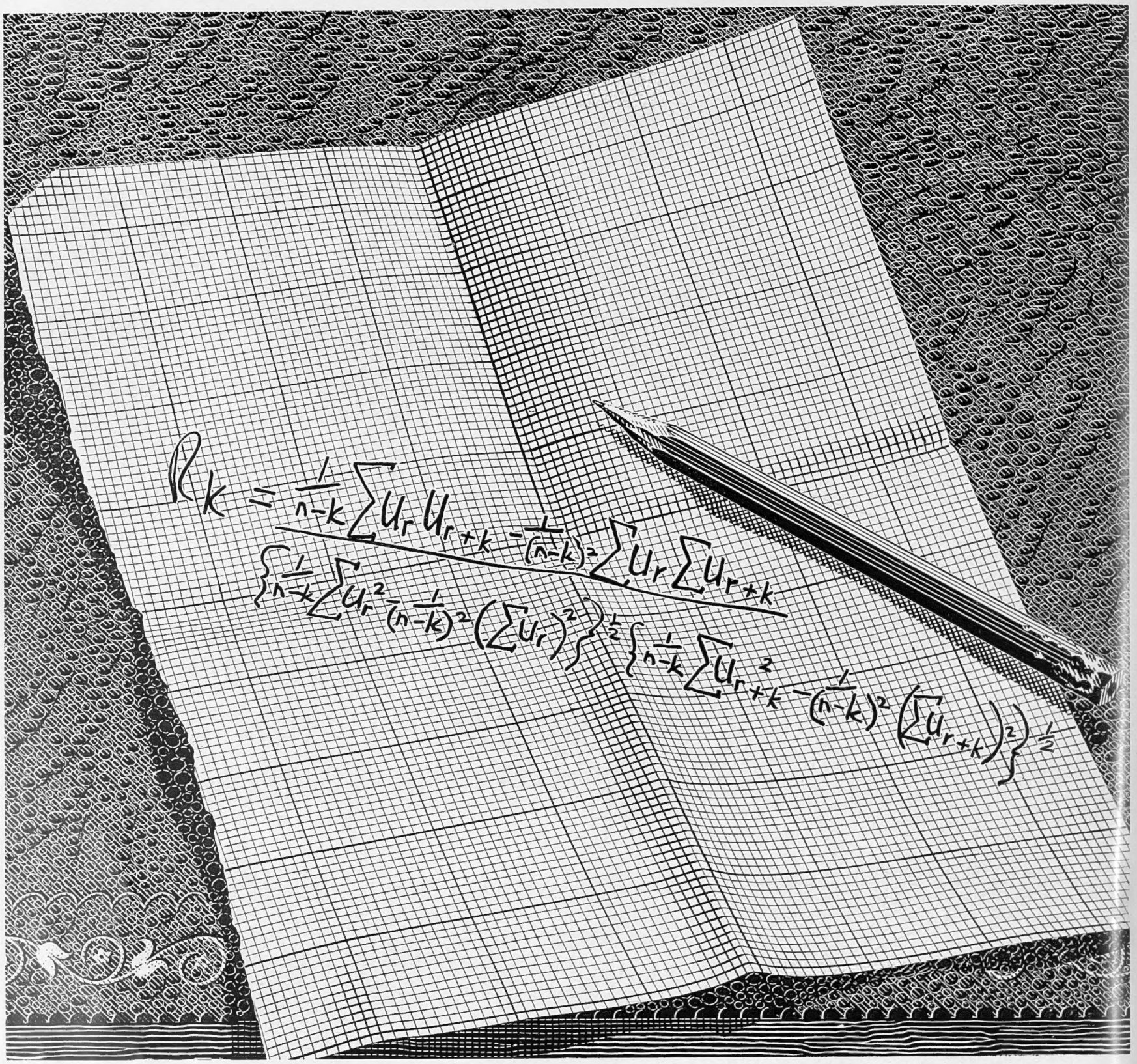
ALL CLASSES OF INSURANCE TRANSACTED
UNITED BRITISH INSURANCE COMPANY Ltd.
BYRON HOUSE, 7/9, ST. JAMES'S STREET, LONDON, S.W.1

PUBLISHING OFFICE: INGRAM HOUSE, 195-198, STRAND, LONDON, W.C.2

Registered as a Newspaper for Transmission in the United Kingdom

FOR POSTAGE RATES SEE FRONTISPIECE

PRICE 2/-



A formula for computing a serial correlation co-efficient used in statistical analysis

Master mind at work

A STEEL-CLAD MONSTER in Toronto is now doing in two seconds what used to be a full day's work for a fully-fledged mathematician; five years' work in a day. Similar computers are doing the same in London, in Amsterdam, in Rome—and more are on order.

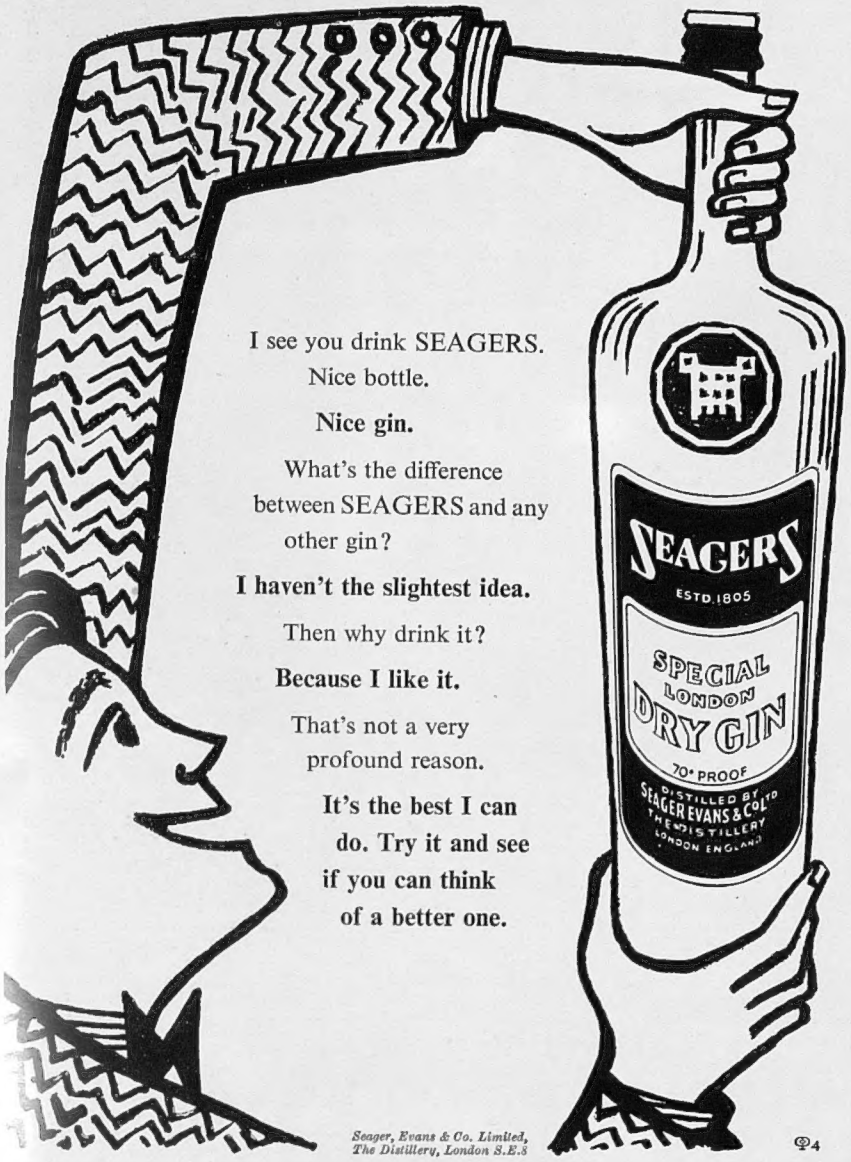
Steel — British steel to many specifications — does more than frame these robot brains. It makes the mumetal screens and high precision ball races, the radio metal and other, still more recondite parts.

This same combination of British steel and British inventive genius is giving an enormous impetus to Britain's export drive. Last year, steel and the products of steel accounted for about 45% of our total exports.

British steel leads the world

S.96

THE BRITISH IRON AND STEEL FEDERATION



I see you drink SEAGERS. Nice bottle.

Nice gin.

What's the difference between SEAGERS and any other gin?

I haven't the slightest idea.

Then why drink it?

Because I like it.

That's not a very profound reason.

It's the best I can do. Try it and see if you can think of a better one.

Seager, Evans & Co. Limited, The Distillery, London S.E.8

Q4

Say "NOILLY PRAT" and your 'French' will be perfect!

BEHIND every bottle of Noilly Prat there's a tradition going back 150 years. A tradition that places quality above all else. It is not surprising then, that even in a world of changing values Noilly Prat is still the world's most-sought-after 'French'.

Here's why you'll prefer it—

★ Everything the French know in the growing of grapes, and blending of wines—is lavished on Noilly Prat.

★ Not a drop is bottled until the wine is fully matured — at least five years.

★ The unique 'French' tang of Noilly Prat is obtained by the traditional maceration of herbs and flowers, not by short-cut infusions.

★ Noilly Prat is still bottled in France in the traditional *large* vermouth bottle.

NOILLY PRAT

Try this neat test

SHORT NOILLY PRAT
— neat with a zest of lemon peel squeezed into and then dropped into the vermouth.

LONG NOILLY PRAT
— two fingers of Noilly Prat, add ice, top with soda.

by insisting on Gin and Noilly Prat you ensure getting 'Gin and French'

Sole Importers:
WM. CHAS. ANDERSON & CO., 8 LIME STREET. LONDON. E.C.3.

Firestone

Experience Counts—

27 Factories throughout the world. Firestone total sales exceed £1,000,000 per day.

SPECIALLY DESIGNED TYRES FOR EVERY MOTORING NEED

DE LUXE and SUPER BALLOON

These tyres have long been recognised by wise motorists as offering the finest value-for-money. They provide all-round safety with comfort, and give long, silent service on the highway.

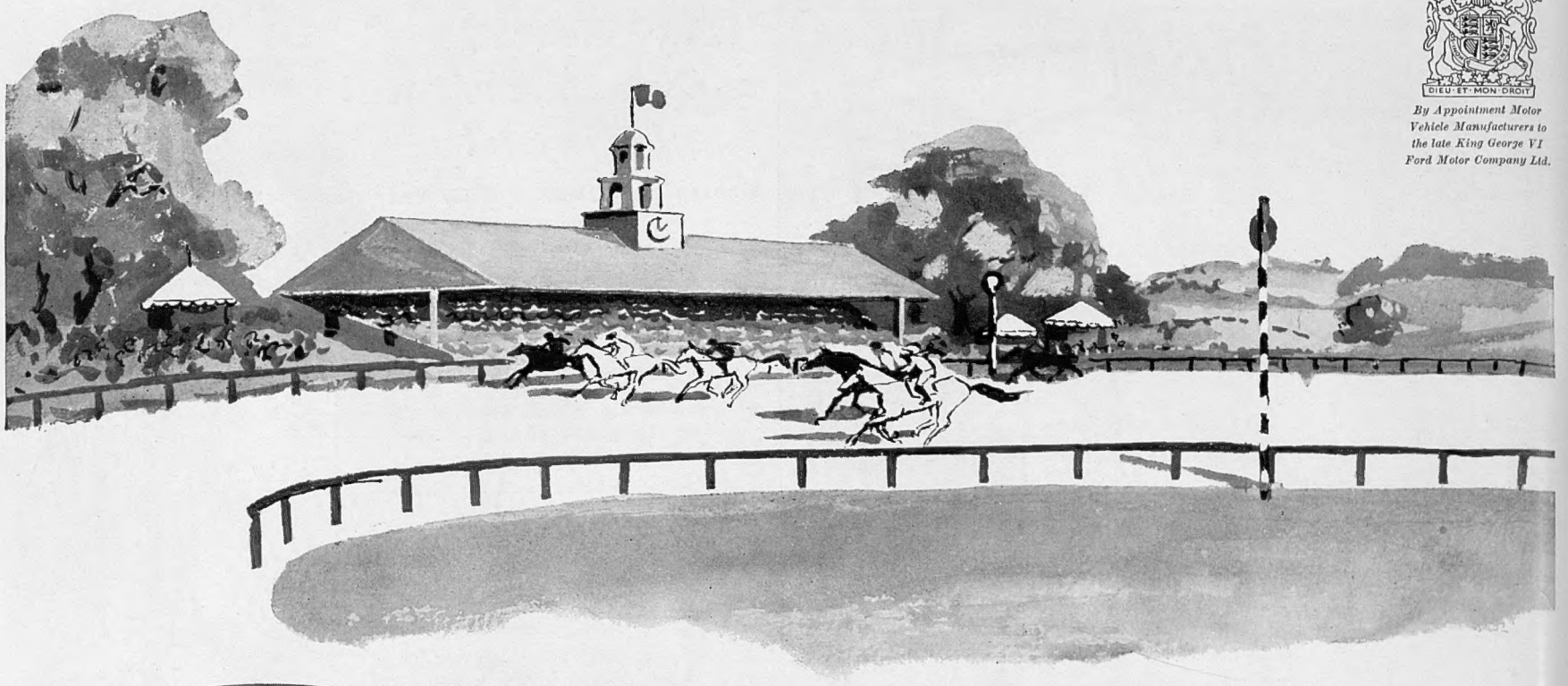
Town & Country **ALL SEASON**

For rear wheels, giving non-skid safety on wet slippery roads, and maximum grip in mud. Smooth riding, and quiet. Long, trouble-free mileage.

★ TUBELESS OR TUBED

★ **Firestone Tubeless Tyres have been proved in service since 1951 and production today exceeds 1,500,000 per month.**

Firestone TYRES — consistently good



By Appointment Motor Vehicle Manufacturers to the late King George VI Ford Motor Company Ltd.

Winners all the way

POPULAR	£275	PLUS P.T. £115 · 14 · 2
ANGLIA	£360	PLUS P.T. £151 · 2 · 6
PREFECT	£395	PLUS P.T. £165 · 14 · 2
CONSUL	£470	PLUS P.T. £196 · 19 · 2
ZEPHYR-6	£532	PLUS P.T. £222 · 15 · 10
ZODIAC	£600	PLUS P.T. £251 · 2 · 6

In the Ford range—

is your car at your price.

Proved performance . . . best value . . . and Ford service too!

Ford '5-STAR' MOTORING THE BEST AT LOWEST COST

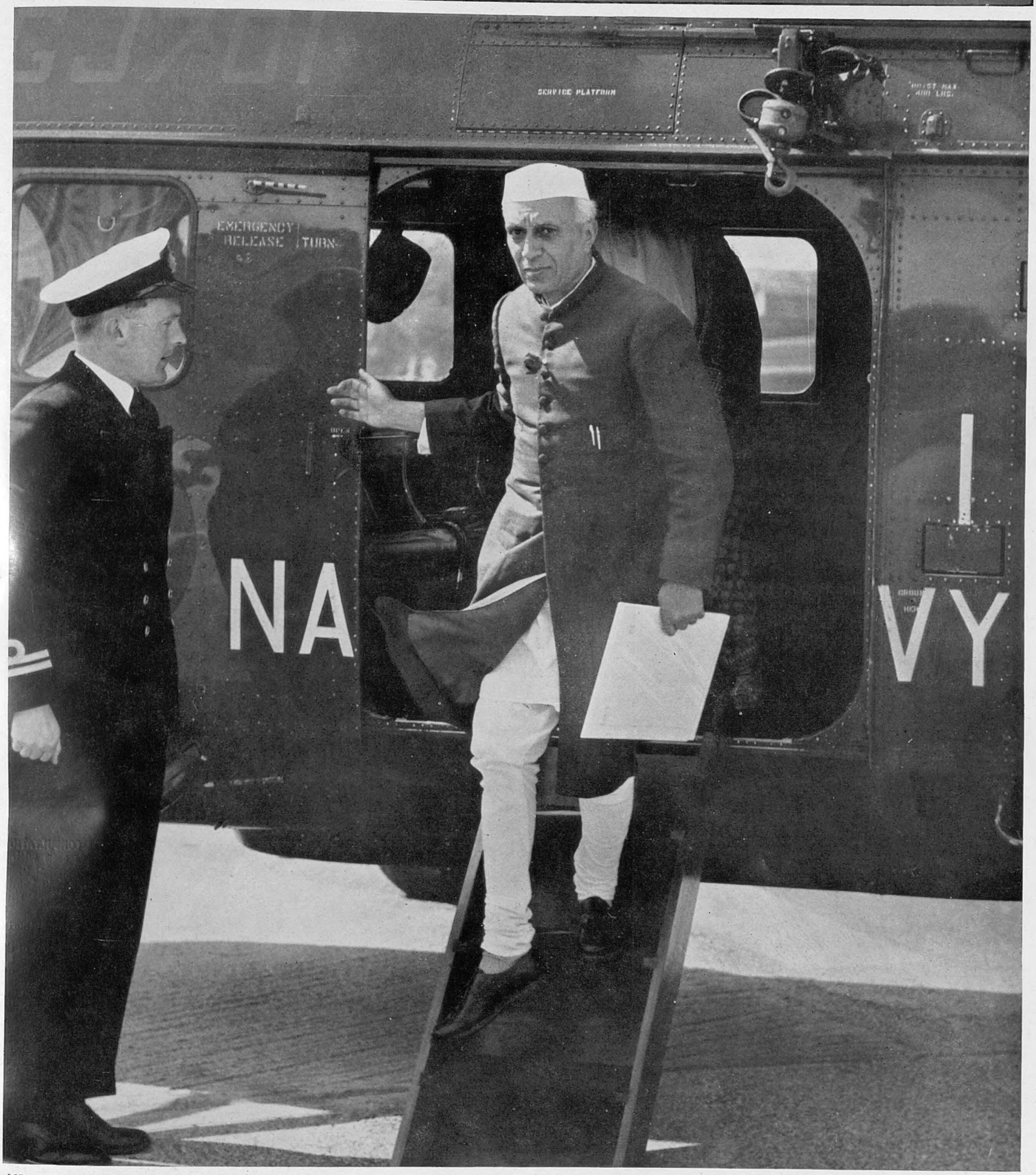
FORD MOTOR COMPANY LIMITED · DAGENHAM

Volume CCXXII No. 2892

The SPHERE, London, July 16, 1955

The SPHERE

with which is incorporated THE GRAPHIC



MR. NEHRU ARRIVES IN LONDON BY HELICOPTER—HE STEPS FROM THE AIRCRAFT WHICH HAD BROUGHT HIM TO THE SOUTH BANK : The Indian Prime Minister had flown from Romsey, in Hampshire, where he had been visiting Lord Mountbatten last week-end. Mr. Nehru came to Britain for a short stay at the end of his tour of Europe at the invitation of Sir Anthony Eden. They had discussions at Chequers. Mr. Nehru also saw the Queen at Windsor. He left for Cairo last Sunday evening.

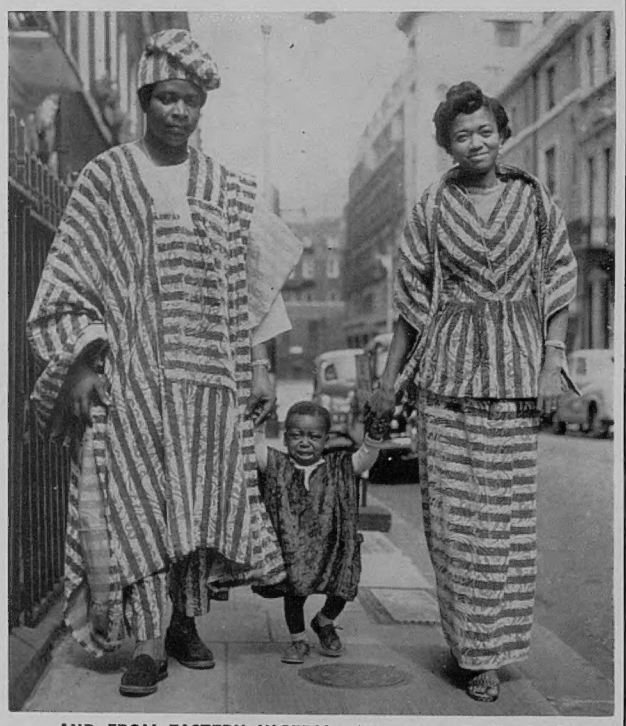
The visit to London of the Indian Prime Minister rounded off his tour of other European capitals—Prague, Moscow, Warsaw, Vienna, Belgrade and Rome. His most important engagement in this country was a long discussion at Chequers with Sir Anthony Eden, at which other prominent British and Indian political figures were present. The forthcoming Geneva Four-Power Conference and the situation in the Far East were the main themes in these conversations. It is understood that Mr. Nehru also gave Sir Anthony his first-hand impressions of the Soviet Union, where he had recently spent a fortnight. At his departure from London Airport, the Indian Prime Minister told reporters : "It seems to me not only in Europe but perhaps in the world we have reached a psychological moment of history—a turning-point, if you like ; that is to say, a turning-away from the tense atmosphere of the cold war towards peace. I do not suppose that real peace and the like will arise suddenly, but it is a turning-point, and there is a very strong feeling among peoples of all countries, and I believe that even politicians are being affected by it."

Postage—Inland, 2d. ; Canada, 1½d. ; Elsewhere Abroad, 2½d.

OVERSEAS VISITORS IN ENGLAND

A KNIGHT FROM THE ORIENT : Ninety-two-year-old Sir Robert Hotung arrives in London from Hong Kong on his first visit for six years, to receive the insignia of his second British knighthood. Knighted in 1915 for services to Britain and Hong Kong, he was awarded the K.B.E. in the latest New Year's Honours. Sir Robert is one of the richest men in the East.

VISITORS FROM WESTERN NIGERIA . . . : The Hon. Chief Anthony Enahoro, the West Nigerian Minister of Home Affairs, is seen with his wife Helen and their nine-months-old son, Kenneth, during their stay in England. The Minister has come on an official visit to study Britain's transport, Press and publicity services.



. . . AND FROM EASTERN NIGERIA : The Hon. T. O. C. Ojiako has come to London as Commissioner for Eastern Nigeria at the newly-opened Eastern Nigerian Office. He is seen with his wife and rather tearful thirteen-months-old son, Obiora. An office in London for Northern Nigeria is planned for a later date.

RATES OF SUBSCRIPTION TO "THE SPHERE"

Orders for subscription to THE SPHERE *should be handed to any bookstall or newsagent, or addressed to the Subscription Department,* THE SPHERE, *Ingram House,* 195-198, *Strand, London, W.C.2. The rates for* 12 *months, including Christmas Number, for Great Britain and Eire, are* £5 16*s.* 6*d. ; 6 months and Christmas Number,* £3 *; 6 months without Christmas Number,* £2 16*s.* 6*d. For Canada the rates for the same periods are* £5 14*s.,* £2 19*s. and* £2 15*s. ; and for elsewhere Overseas* £5 18*s.* 6*d.,* £3 1*s.* 3*d. and* £2 17*s.* 6*d. Terms include postage.*

A London Newsletter

195–198, STRAND, W.C.2.

Silly Season Lengthened.—There is no better object for the prayers of all the Churches than this Geneva Conference. As July and the summer carnival of social and sporting events wear on, the sober commentator sometimes finds it hard to extract items from the day's news worthy of his serious readers. It is now customary for our minds, if not our bodies, to make holiday in July, and we are fed royally by our servants, the Press, with titbits from sporting news, the Royal lawns, the river and the sea and the night clubs. No doubt, we ordinary folk should be more serious in July, since August opens up the Silly Season proper ("the crack of the rifle on the moors," the bathing belles and the village fetes). But we assume, I hope with justice, that in Whitehall life is earnest and that our Government is taking these vital matters of peace on earth and peace in industry as seriously as they deserve—and will secure some results. For, it seems to me, it is now or never. Perhaps our national revenue still remains reasonably buoyant and no recession in international trade is likely to be prolonged ; but nothing will persuade me that we are not going to pay through the nose for eternal dock strikes and restrictive practices in vital industries, or that a road of prosperity opens out for any nation unless Geneva produces a permanent alleviation in international relations and leads the way to all-round disarmament. We have been praised for our patience as a nation during recent setbacks. I am not sure we do not deserve a reprimand for national complacency.

The Dock Strike.—Complacency indeed is not too strong a word to apply to a nation and to its appointed leaders in Government and in industry, all of whom allowed one of the most damaging strikes in our history to continue for many weeks, and at last to peter out in utter futility and loss to all concerned, and for the strikers in intensified bitterness and bewilderment. When the dock strike began, we were admittedly at a crisis in our economic fate. Unless we can increase our exports and earn more by working harder, the Government's plans for increased prosperity are doomed to failure, and the Opposition's forebodings that failure might come in any case could hardly give them more satisfaction than comes to a Jeremiah who is proved correct. At such a time the dock strike began, and received little notice. Soon after, the interest of all concerned concentrated on a less disastrous railway strike. The dock strike was never a dispute between employers and employed. It has never been decided definitely whether it was an official strike. In the latter part of it, it was by no known definition "official." The strikers became leaderless men, their organisers had scuttled. The London men were anxious to return. Their mistaken loyalty to their northern brethren prevented them from obeying their instincts and instructions unless the northern men followed suit. The strike went on, the blind following the blind ; and even to-day the public, the Government and the T.U.C. are only just awakening to the realisation of the damage which it has done to our prospects of survival in a world of keenest competition by harder-working nations to capture the markets still open to us. And words were the only weapons available, while the nation's life-blood flowed away. Why should foreign ships doom themselves to rot in our rivers and foreign orders stack up in our docks, when other nations are ready to deliver the goods ? A body of leaderless men (a few thousand out of 50,000,000) have it in their power at any time to send the airship of State down into the sea. There is no second pilot or reserve crew. For these men are monopolists, a reserved and protected body of experts, irreplaceable and secured from penalties. The passengers and management must fold their hands and wait for the crash. If they care to try, they may employ the sweet reason of words ; no more. The Trades Union movement to-day has seemed to be above the law and the rules of reason and of common sense ; divorced even from the instinct for self-preservation. But a nation looks to its Government to attend to its right of self-preservation.

De Gaulle.—The tall and rather repelling figure of General de Gaulle has always been an enigma to me and I should read with interest an informed and inspired character-study of this man of destiny, who seems for ever to keep his destiny at a respectful distance. In 1940 I assumed (and he lent some colour to such an assumption) that he was the man who would build in due course a new France. But for a very long time since then, in politics at any rate, France appeared to be the mixture as before, and rather a washy mixture at that. When signs of renaissance appeared, the results seemed to be the work of less portentous figures. The man of destiny occasionally came forward to denounce and trounce folly and to use his gifts of irony on all and sundry. He headed a party, and one assumed it was only waiting the right moment to remove the baubles and take over the reins. It never happened. And then even his party suffered minor splits. Still the portent at its head remained a man of destiny and still we supposed his great act was round the corner. But time runs on and the General grows older and the legend is wearing thinner. He is very much an elder statesman, but an elder statesman in retirement. His occasional emergences are still beautifully staged and draw the reporters ; his irony plays as pointedly as ever, but his references to the plague-spots in French politics and diplomacy suggest rather the epigrams of a highly-trained conversationalist or the gestures of a great actor than any blue-print of actions to come or a rallying cry to resurgent France. He has lived on his 1940 reputation for fifteen years, and France, respecting his legendary halo, makes do without his active intervention. He seems rather like a stained-glass window figure in a national shrine—with the legend "*Il faut changer pour cela*" growing faint with age beneath it. But perhaps he is reserving his latent fires for the bitter contest likely to burst out again in France this autumn.

India and British Citizenship.—I have been greatly struck by the interest which was awakened by a reference I made some time ago to the difficulties of certain Anglo-Indians in attaining British citizenship. This article, under the heading *Civis Romanus Sum*, brought me a score of letters from Servicemen and others all over the world. I quote the last received, since it adequately sums up the general argument and the most common grievance :

> The para. *Civis Romanus Sum* in your Newsletter in THE SPHERE of May 21 stirred up in my mind a "war"

BRITAIN'S NEW HIGH COMMISSIONER IN INDIA

MR. MALCOLM MACDONALD VISITS LONDON FOR CONSULTATIONS : The Commissioner-General in South-East Asia is seen with his wife during a visit to England for talks with the Colonial Office before taking up his appointment in September as High Commissioner in India. Mr. MacDonald has been in Singapore since 194

which I have been carrying on with the authorities since 1948 on the subject of *my* citizenship.

My position is very much the same as that of the retired General, whose letter you quoted, except that I am considered still further outside the pale, owing to my grandfather having been born in what is *now* Eire ! The fact that he joined the Indian Civil Service in 1856 and served until 1899, that my father served the Crown in the Indian Army from 1896 to 1925, and that I also served in the Indian Army from 1923 until the end (1947), does not count now. I am allowed to be a British subject but not a British citizen. If I lived in England for a year (which I cannot for health reasons) and paid the vast sum of fivepence I could, apparently, become a British citizen, but not otherwise, until India passes a Citizenship Act. At the moment I am considered a potential Indian and my only hope appears to be that when the Indian Parliament passes their Citizenship Act, they will display a bit more sense and care for the wording of it than was done by the British Parliament in 1948. I understand that it is *hoped* that when such an Indian Citizenship Act is passed it will exclude people like my wife and myself, in which case odds and ends of D.P.s like us will be accepted into the Great British Bosom as citizens !

The Great British Bosom.—Another correspondent writes that his father was born in Glasgow in 1854 and went in youth to Ceylon, where all his children were born. This correspondent was educated in England, served in the Royal Navy and later farmed in South Africa, where he married and where his children were born. He and his children all served in the Royal Navy in World War II and returned to South Africa. He tried to obtain a Brit

passport when his South African passport expired, but failed to do so since he could not obtain a copy of his father's birth certificate, his parent having been born in Scotland before registration was compulsory. He cannot therefore pass on to his children the right to British citizenship in the absence of a British passport. One more correspondent offers a suggestion: His father was born in Ceylon (I.C.S.), *he* was born in India and his son in Pakistan. "The answer is," he says, "to take out registration as a 'Citizen of the U.K. and Colonies.' This I have done for myself and my son. The necessary form can be got from the Nationality Division of the Home Office without charge. The situation seems silly, but I understand the regulations were necessitated by difficulties over Eurasians or Anglo-Indians." Nearly all my correspondents have been Service men of high rank. One feels they deserve a warmer and easier welcome home.

Dog Eats Dog.—It is no longer true that "dog doesn't eat dog in Fleet Street." Such forms of official self-censorship as exist are indeed tactful and polite to a degree of fatuity. But unofficially the kennels are rowdy enough, the good dogs bay and the bad dogs snarl and snap. It may not be very edifying, but apparently the vendetta does no material harm to any newspaper. If the "sensationalists" can claim each month an increase in their astronomical circulations, the "sobers" soberly announce ever more satisfactory sales. Apparently 30,000,000 readers can't have enough of journalism despite the counter-attractions of radio and television. Every new recreational gadget seems to boost that which it was expected to liquidate. The gramophone boosted the concert hall, the cinema turned its patrons back with zest to the stories it cribbed and spoiled, and TV and radio send us with zest to spell over in print the incidents we have heard and seen in action. Yet of those 30,000,000 satisfied readers of the day's Press, I dare to express my approval with reservation. I could wish that the old saws and maxims of my youth still had the powers attributed to them once in the matter of retribution: that he who uses the sword shall perish by the sword, and that those columnists who dip their pens in vitriol shall one day fall into the acid baths which are essential in the printing departments of their newspapers.

A Bill to Abate Mass-Murder.—The Traffic Bill, as now drafted, is a Bill for the prayers of the Churches to concentrate on, no less than the Geneva Conference. A prayer for a right judgment. Its chief purpose is, of course, to improve conditions on the roads and in the cities we still possess. It is another thing that these roads should have been scrapped or remade two decades ago. At long last the Government proposes to spend on new roads a big sum which the public *will* be prepared to pay. But we shan't see much improvement for the next few years. So this Bill must, by hook or crook, new penalty or well-worn advice, try to improve the standard of driving and road manners, see that cars on the roads possess brakes and lights which work reasonably well, try to enforce the road code, reconsider the innumerable light signals and other signs which dazzle and bedevil walkers and drivers, and take such means as offer to keep traffic flowing at a modest pace.

A Small Island.—Before we are very much older I believe we shall awaken to a realisation that our island—always small—is smaller than we supposed. In the lifetime of old men, our population has almost doubled. It was (believe it or not) only 26,000,000 in 1881. To-day it is over 50,000,000. These mouths must be fed. These bodies tended. These minds educated. These millions must be able to move about. The first cry is for more land for food cultivation. We cannot feed half our people. The simultaneous cry is for more land for new roads, new hospitals, new schools. Well, the cake can be measured to an inch when you are concerned with land, but not quite so accurately when you are concerned with revenue. And when you have decided how to allocate the land cake, you have to decide how to pay for acquisitions of land and the buildings or roads you put on it. It is encouraging to realise that there are now 50,000,000 instead of 26,000,000 to do the paying, but not so very encouraging. For the more land you filch from agriculture, the more you will pay for imported food, and the more hospitals and schools you build, the heavier will be the cost of health and education services, vitally necessary as they are. When our population was 26,000,000 there were in England 770,000 paupers getting poor law relief. To-day taxpayers and ratepayers may wonder whether in the next few years they themselves may not comprise a still more formidable percentage of paupers.

THE OLD STAGER

CORRECTION

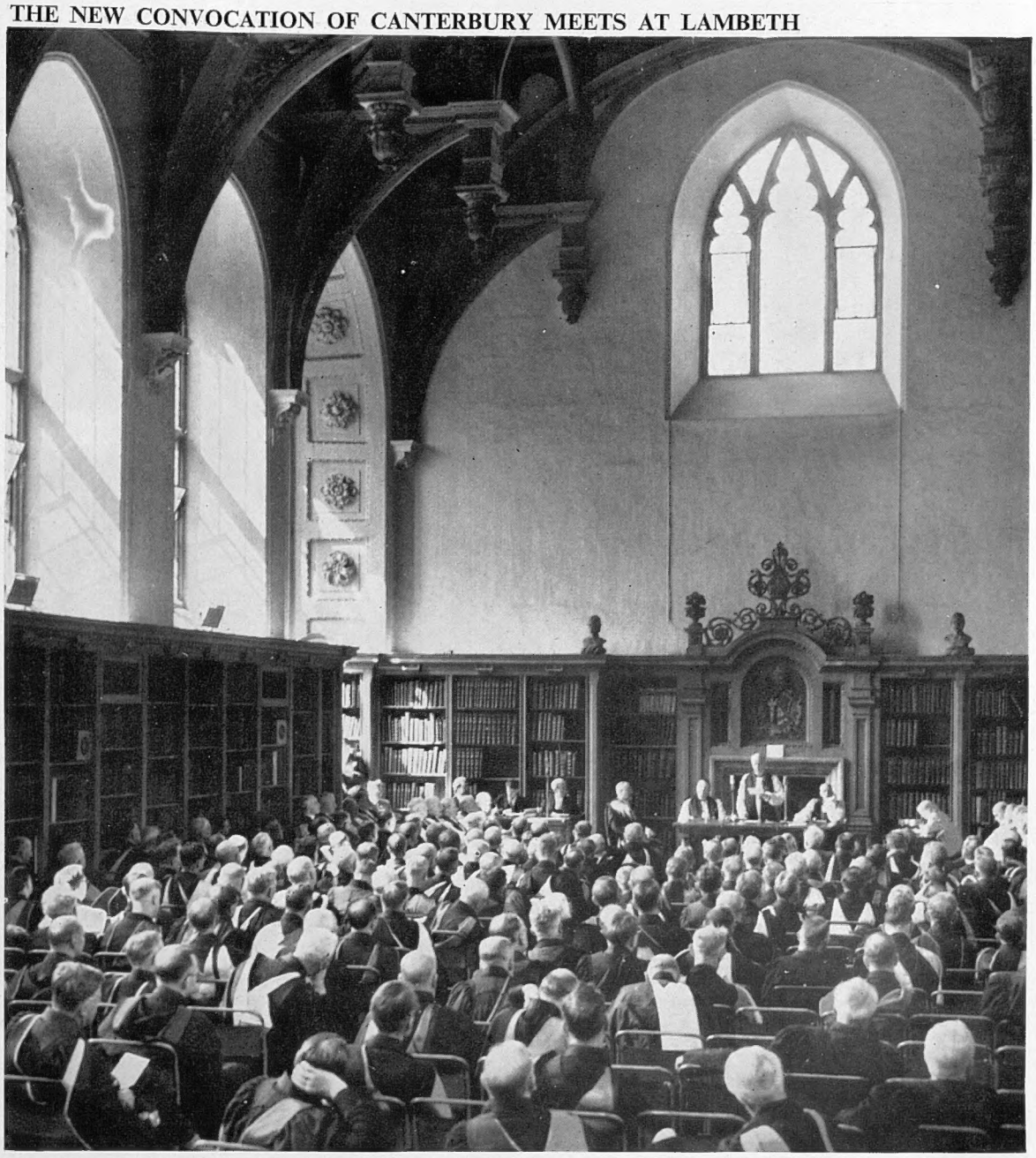
In last week's issue of THE SPHERE, on page 58, the picture of King Haakon waving farewell to the Queen and the Duke of Edinburgh was unfortunately reversed. This was due to a technical error which was discovered too late for the necessary correction to be made.

IN NEXT WEEK'S ISSUE

ROEDEAN'S SEVENTIETH ANNIVERSARY

Adeline Hartcup Writes about the Famous Girls' Public School near Brighton; Illustrated with Special "Sphere" Photographs

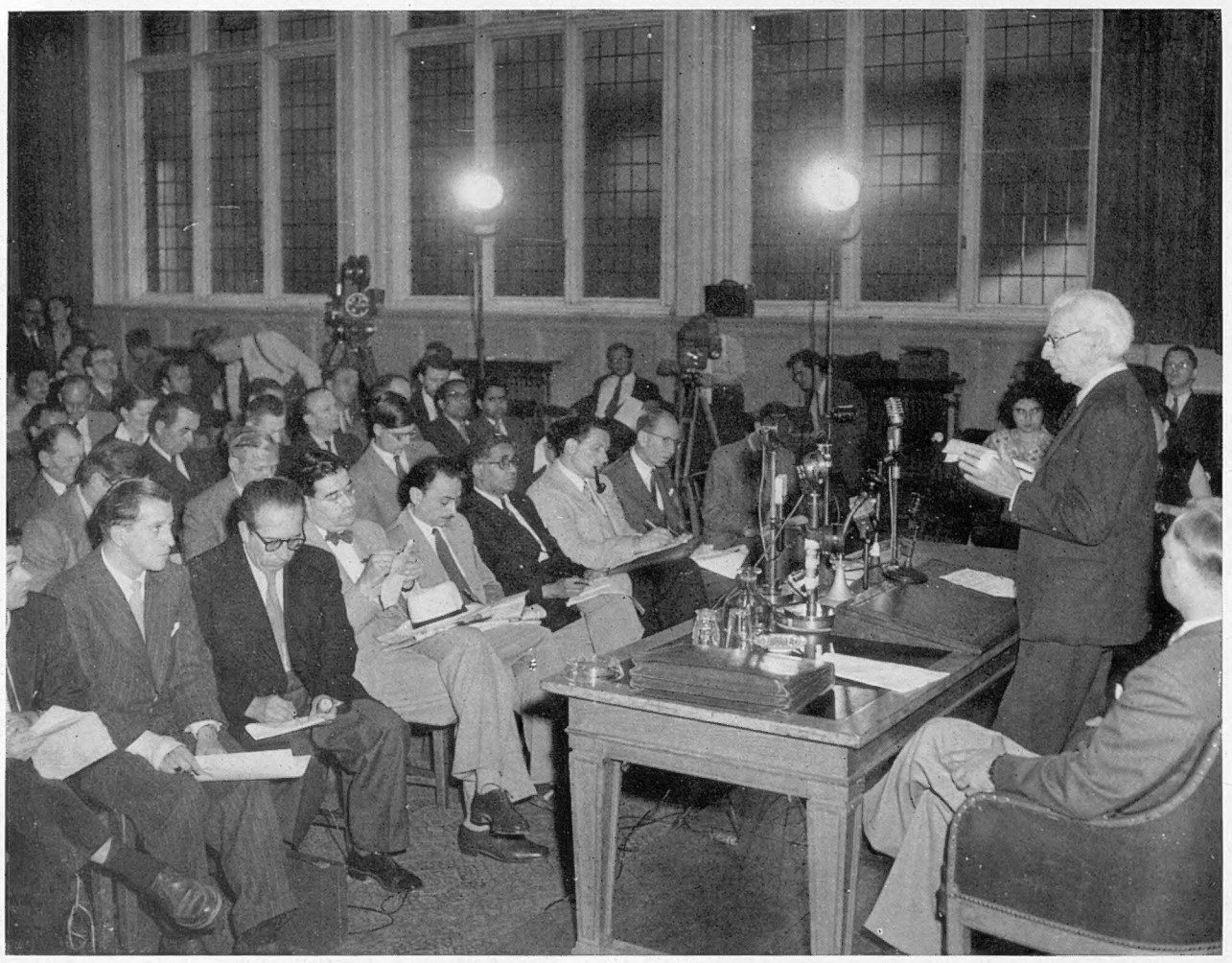
THE NEW CONVOCATION OF CANTERBURY MEETS AT LAMBETH



THE SCENE IN LAMBETH PALACE LIBRARY AS THE ARCHBISHOP OF CANTERBURY ADDRESSED THE FULL SYNOD OF THE NEWLY-ELECTED CONVOCATION OF CANTERBURY: This meeting of Bishops and clergy of the Southern Province of England followed the traditional opening service in St. Paul's Cathedral, which is held after the summoning of each new Convocation. The most important business before the two Houses was the consideration of the extension of the degree of intercommunion between the Church of England and the eight-year-old Church of South India. A report by a Joint Committee of the Convocations of both Canterbury and York was approved without any marked degree of controversy. Its recommendations include these proposals: to acknowledge the bishops, presbyters and deacons consecrated or ordained in the Church of South India at or after its inauguration in 1947, as true officers in the Church of God; members of the new Church, when in England, receive Holy Communion in the Church of England; any bishop or episcopally ordained presbyter may celebrate Holy Communion in an Anglican church by permission of the incumbent, and the Bishop.

A DELEGATION OF RUSSIAN CHURCHMEN VISIT EDINBURGH

THE SCOTTISH CHURCHES ECUMENICAL COMMITTEE ENTERTAIN A DELEGATION OF CHURCHMEN FROM THE U.S.S.R. AND BALTIC REPUBLICS: Leaving St. Giles' Cathedral in Edinburgh are (front row) from left to right: Archpriest Konstantin Ivanovitch Ruzhitsky, Rector of Moscow Theological Academy; Metropolitan Pitirim of Minsk and Byelorussia, leader of the delegation; Hieromonk Philaret (Denisenko), Lecturer of Moscow Theological Academy; J. I. Zhidkov, President of the All Union Council of Evangelical Christian Baptists, and Professor Nikolai Uspensky, Professor of Leningrad Theological Academy. After a stay in Glasgow the Russian visitors came south to spend a week in London at Lambeth Palace.



LONDON WEEK-END

The Serious and Lighter Side of Life in the Capital and Elsewhere in Britain Last Week

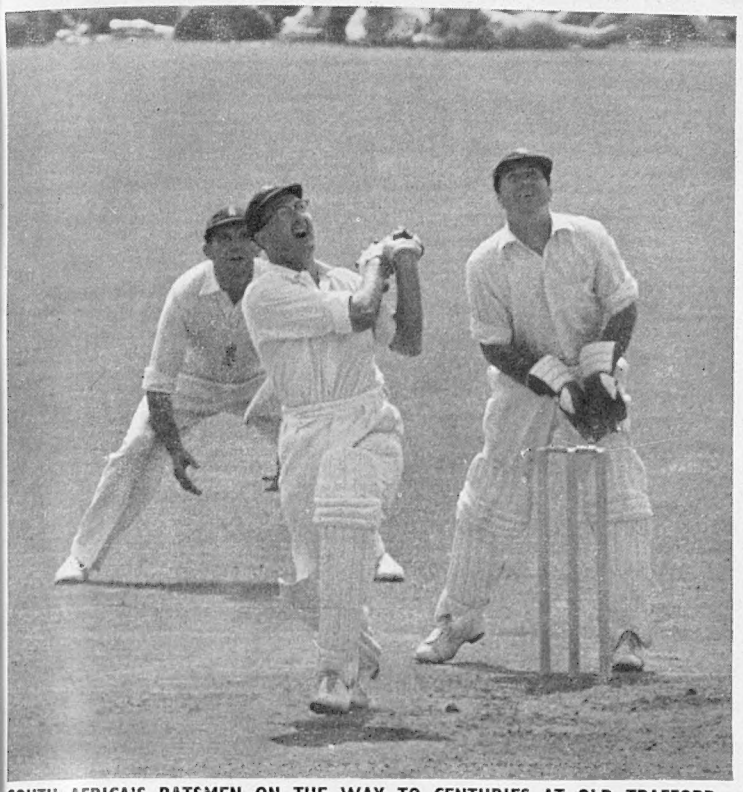
On left—

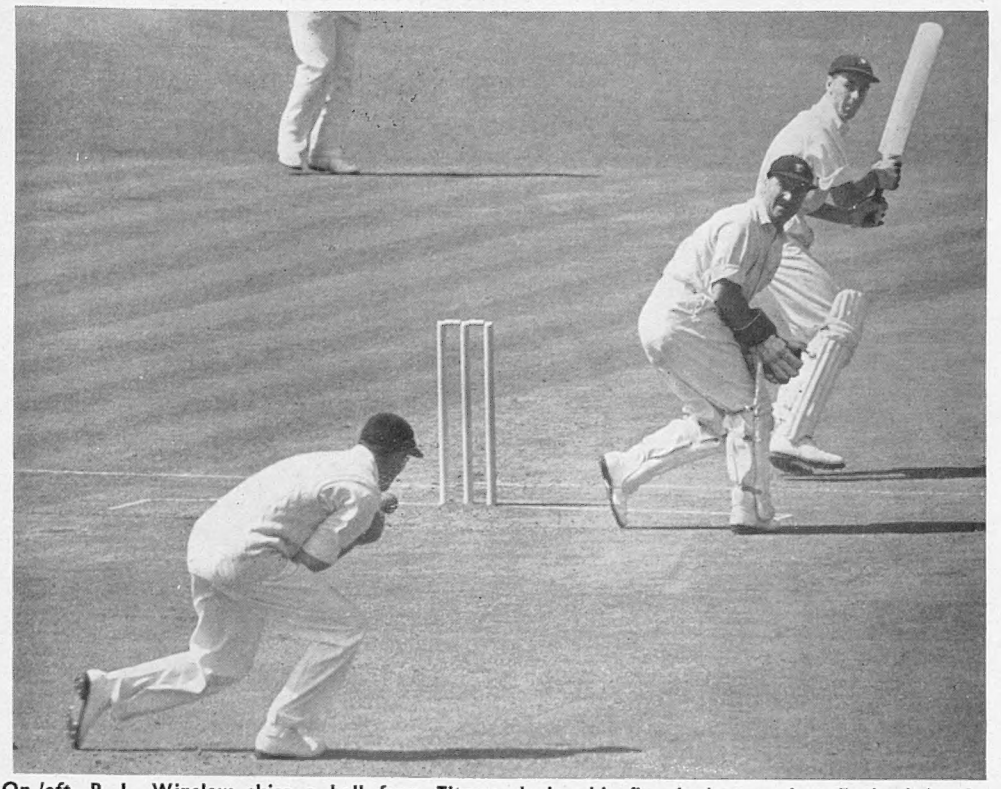
ONE OF THE GRAVEST WARNINGS EVER ISSUED TO MANKIND: Earl Russell (Bertrand Russell), the famous philosopher, standing at the table (right), reads in London the statement by nine scientists of the highest international reputation on the "danger of utter and irretrievable disaster" inherent in the hydrogen bomb. Lord Russell explained that this manifesto had been sponsored by the late Professor Einstein, who signed it a week before he died. Among its points is the opinion that, according to the best scientific authorities, a war with hydrogen bombs might quite possibly put an end to the human race. The purpose of the manifesto is to draw attention to this and to stress that the prohibition of nuclear weapons would be no solution, since in war such a ban might be broken. Therefore "the only hope for mankind is in the avoidance of war." Copies of this most grave warning have been sent to the heads of all States possessing or likely soon to possess nuclear weapons—Canada, China, France, Great Britain, the U.S.S.R. and the United States. Besides Russell and Einstein, the signatories are two professors from Britain, two from the United States, one from Warsaw, one from Japan and Professor Joliot-Curie, the noted Communist scientist of Paris.

CARNIVAL IN SOHO: *On left*—Two gay figures parade on stilts at the opening of the Carnival. *On right*—Dancing is in progress in Greek Street, one of Soho's best-known streets. The carnival has been taking place during the past week in this district north-east of Piccadilly. Its purpose was to rid Soho of the unsavoury associations sometimes attached to it. A popular event was the race through the streets of waiters, each balancing a half-bottle of champagne and a glass on a tray.

A STAGE COACH ON A BETTER ROADS CRUSADE: The 100-year-old vehicle, despatched by the Roads Campaign Council, is leaving Hyde Park. In the next three months it will drive through England and Wales to draw attention to the small improvement in roads since it was built.

MORRIS DANCERS IN LONDON: They are performing at Broad Sanctuary, outside Westminster Abbey. They were one of the many teams who came from various parts of the country to dance in Central London for the Morris Ring's twenty-first birthday celebration.



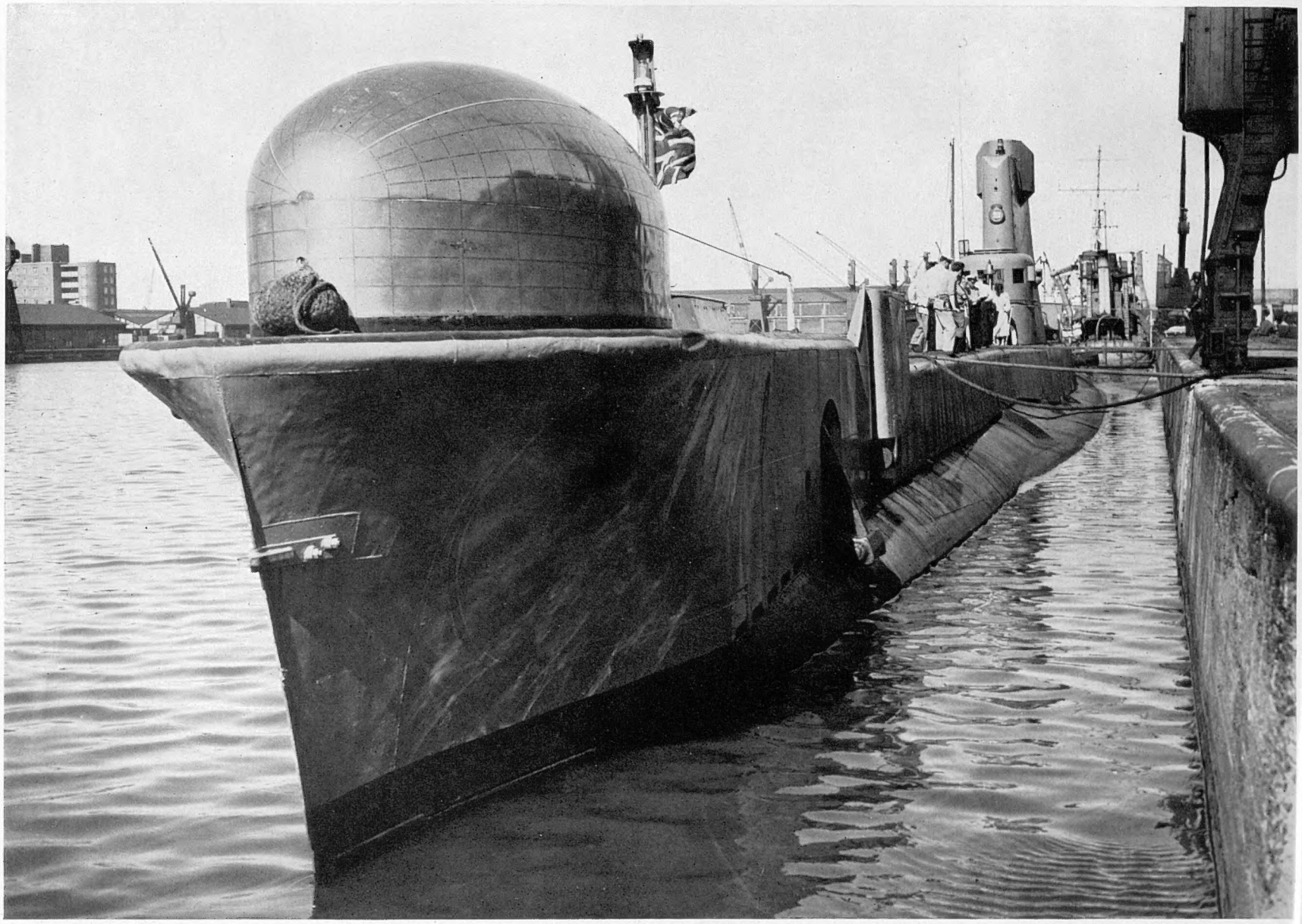


SOUTH AFRICA'S BATSMEN ON THE WAY TO CENTURIES AT OLD TRAFFORD : *On left*—P. L. Winslow skies a ball from Titmus during his fine innings against England in the third Test Match at Manchester. *On right*—J. H. B. Waite, South Africa's wicket-keeper batsman, watches the ball pop out of Graveney's hands at slip. Evans, who later broke a finger, turns round to see this expensive miss off Bedser early on the third day, when Waite had scored only 14. He went on to bat for another five hours to score 113. Winslow, the tourists' hitter, took a weakened England attack and indifferent fielding to task, and scored 108 in quick time. His innings included three sixes. With McGlew making another century for South Africa, the tourists led England by 237 on the first innings, when they declared. For England Compton followed his first innings score of 158 with a fine 71.

SUNSHINE AND SUMMER DRESSES FOR THE ETON v. HARROW MATCH AT LORD'S : The scene during the match last week, which was played in weather perfect for the parades of gay dresses and elegant clothes for which this match is renowned. In this picture are seen some of the private coaches from which many of the visitors saw the play. Eton won by 38 runs and with only ten minutes of extra time left after leaving Harrow most of the last afternoon in which to make 223. When Harrow's best stroke-players fell to the fine medium-paced bowling of S. Douglas Pennant (who took seven wickets for 33), an early finish seemed in sight. But L. J. Champniss defied Eton for 2½ hours, and was the last man to succumb, with a well-earned 49. Earlier the Harrow captain, A. R. B. Neame, performed the hat-trick, the first time within living memory that this has been achieved for Harrow in this match.

PETER THOMSON OF AUSTRALIA WINS THE OPEN GOLF CHAMPIONSHIP FOR THE SECOND YEAR IN SUCCESSION : The winner smiles happily at St. Andrews, between the runners-up, J. Fallon (right), who finished second, and F. Jowle (left), who was third. P. W. Thomson played immaculate golf to win the Open for the second successive year, and his total score of 281 over four rounds is a record for the Old Course at the Royal and Ancient. The name of the young Australian—he is only twenty-five—is now linked with those of James Braid, Harry Vardon, Walter Hagen, Bobby Jones and Bobby Locke as the only players to win the Open twice running. Jowle broke the course record in the first qualifying round with a 63, and continued to play with such consistency that he finished only three strokes behind the winner.

On right—
NEW METHODS OF FIGHTING AIRCRAFT FIRES : A Lincoln bomber is sprayed with foam from one of the latest types of fire-fighting machines during the final of the annual R.A.F. Inter-Command Fire-Fighting Competition. New methods of fighting fires in aircraft after they had crashed were demonstrated at the contest, which was being held at the R.A.F. station at Kenley, in Surrey.



ONE OF BRITAIN'S LATEST EXPERIMENTAL SUBMARINES SURFACES AT THE EAST INDIA DOCK: H.M. Submarine *Thermopylae* during her visit to London last week-end. She has a remarkable shape, both as seen from the bows (*above*) or from the stern (*below*). The great bulbous-shaped dome covers electronic equipment.

SUBMARINE OF THE FUTURE

"Thermopylae," One of the Royal Navy's Experimental Submarines, at the East India Dock, London

Londoners had an opportunity last week-end of seeing one of Britain's latest and most experimental submarines. *Thermopylae* looks like something out of space fiction, with its curious, jaggedly-built deck and the great dome-shaped "building" on the prow. As on the United States Navy Submarine *Hunter Killers*, which *Thermopylae* resembles, this dome hides listening gear and the latest electronic and sonar detection gear. The submarine is also fitted with the American Guppy-type snorkel equipment. She is one of several T-type submarines, many of them built during the war, which have now been converted and used for what are chiefly experimental purposes. *Thermopylae* is a welded boat, built at Chatham Dockyard and first commissioned in 1945. She was streamlined and had an additional section of about 20 ft. built into her. In September 1952 she was recommissioned and since then she has been based at Portland engaged in experimenting with the new devices, now incorporated in her. Her present commander is Lieut.-Commander W. D. S. Scott, who was in charge of the submarine *Andrew* when she made an Atlantic crossing in 1953 without surfacing.

A TRULY ROYAL SHOW

The Queen and the Duke of Edinburgh Spend a Day at the Royal Agricultural Society's Show at Nottingham

IN THE ROYAL BOX AT THE ROYAL SHOW: The Queen and the Duke of Edinburgh are watching judging taking place in the Grand Ring during their visit to the Royal Show which was held at Nottingham last week.

BY SOME OF THE TROPHIES: The Queen is talking with Lieut.-Colonel Warburton, D.S.O., by a display of trophies for the Show. She had just inspected a guard of honour from the South Nottinghamshire Hussars.

ARRIVAL IN NOTTINGHAM: Her Majesty walks with the Lord Mayor of Nottingham to the Town Hall. Before going to the Royal Show the Queen and the Duke were present at a children's display in the Forest and then visited a factory.

Last week on her return from her tour in Scotland, which had followed the visit to Norway, the Queen's first engagement in England was at the Annual Show of the Royal Agricultural Society of England at Nottingham. The Duke of Edinburgh accompanied Her Majesty, and other Royal visitors on the same day were the Duke of Gloucester and the Princess Royal.

On arrival in Nottingham the Queen was met by the Duke of Portland, the Lord Lieutenant of the County. Before going to the Show she carried out two other engagements, being present at a children's display and visiting the factory of Birkin and Company Ltd.

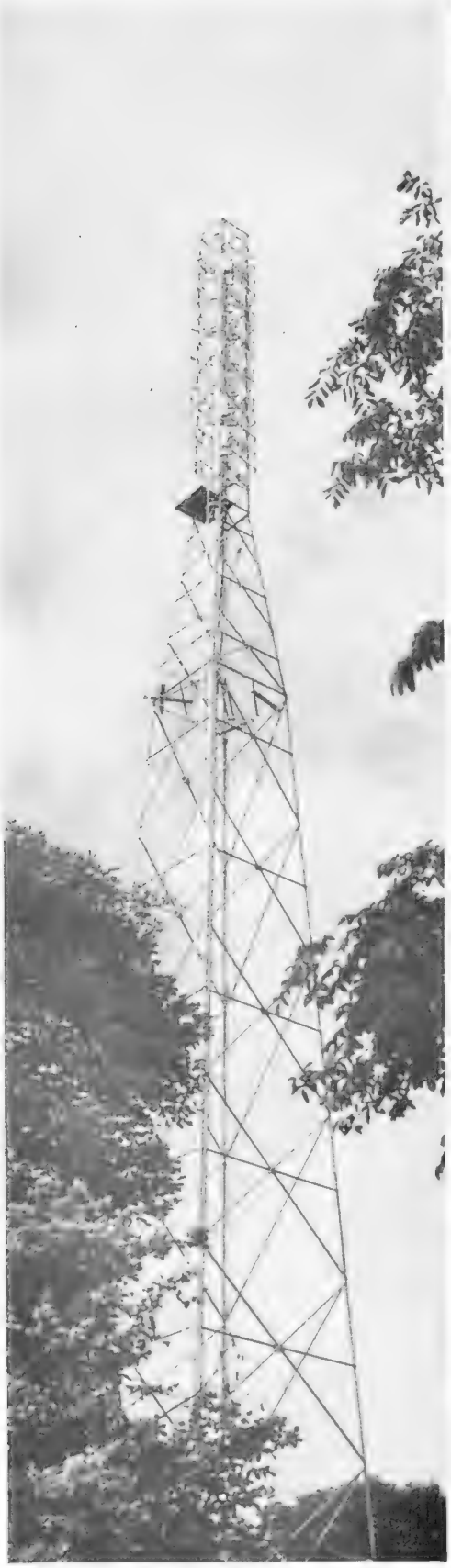
There were at least 60,000 people present when she arrived at the Show. One of her first acts was the presentation of the Royal Agricultural Society's Gold Medal for distinguished services to Sir James Scott Watson, until recently the Director of the National Agricultural Advisory Service. She also presented long-service medals to a number of farm workers. Her Majesty and the other Royal visitors made extensive tours of the Show, and in four hours saw something of the judging of the wide variety of exhibits before leaving for London by train.

On left—

THE QUEEN INSPECTS PRIZEWINNERS: Her Majesty sees some of the Ryeland sheep which had won prizes. It was estimated that the attendance at the Royal Show at Wollaton Park on the day the Queen was present was well over 66,000. This was the best attendance figure for the Show since 1949.

PROGRESS IN ENGINEERING

A New Television Mast at Croydon; a Locomotive of Unusual Shape; and a Jet-propelled Barge



PROGRESS ON THE INDEPENDENT TELEVISION AUTHORITY'S MAST AT CROYDON: The mast and aerial, which are now completed, have been built by the Marconi Company. The new television station now being built at Croydon will be of a temporary nature, but will be followed by a permanent station. Marconi have carried out the design and will be responsible for the building and equipping of the I.T.A. station. Croydon, like all future I.T.A. stations, will transmit in the International Band III and the 10 kW transmitter will enable the station to serve an area containing more than 10,000,000 people. Transmissions are due to start in the autumn. Marconi's designed and manufactured much of the equipment for the world's first public television service and have since supplied high or medium power transmitters and high-power aerials for every one of the B.B.C.'s television stations. They will now be manufacturing the majority of the equipment used by the Independent Television Authority.

A NEW SHAPE FOR TRAIN SPOTTERS: The first of ten new-type steam engines which are being built for British Railways is seen at the start of its first run during which it hauled coal from Northampton to London. Standing at the side of the engine is Mr. E. L. Barbour, of the Motor Power Branch of British Railways, who was in charge of the locomotive on its first run. The new engine's two funnels are perhaps its most unusual feature. The one in the normal position is used only while getting up steam. When actually running, the chimney-stack at the side is used. The new engine utilises a Franco-Crosti boiler, which, with the help of the unusually-placed chimney, enables gases at only a little above boiling-point to be used to heat the water. This gives greater efficiency than the great heat normally employed in steam engines.

On left—
A JET BOAT ON THE RIVER BRISBANE: Seen undergoing trials in Australia is a jet-propelled barge which has been designed by the Australian Post Office for laying underwater cables. Water is sucked up and ejected through the two nozzles which can be seen at the stern, at a pressure of 250 lb. per square inch. The reaction from this is sufficient to drive the two-ton craft along at a speed of 10 knots. As no propeller is necessary, it can operate in shallow waters.

THE BANNERMEN OF SIENA'S PALIO

Bearing the Flags of their Parishes, they Display their Prowess at the Annual Horse-Race, a Replica of that Held in 1482

THE BEARER OF THE BANNERS WINDS UP BEFORE THE RACE: The bannerman and the team captain belong to the contrada, or parish, of the Snail, which is depicted on their banners.

THE MOST COLOURFUL HORSE-RACE IN ITALY: The horsemen, riding bare-back on their mounts, take a corner in the race round the Piazza del Cam in Siena, which lies about 30 miles south of Florence.

THE BANNERMEN PROVIDE THE MEDIEVAL THRILLS OF THE MODERN DRUM-MAJOR: They have tossed the banners of their parishes high into the air, and now wait anxiously for them to come down again. With equal anxiety, and a faint hope that the bannermen will drop their flags, the huge crowd awaits the descent.

AN IRRESISTIBLE ATTRACTION TO TOURISTS: Part of the huge crowd of 60,000 which came to Siena to watch the Palio earlier this month. Before the race the horses participating are blessed in front of the city's cathedral. There are two races each year, in July and August, held in honour of the Annunciation and the Assumption of the Blessed Virgin Mary.

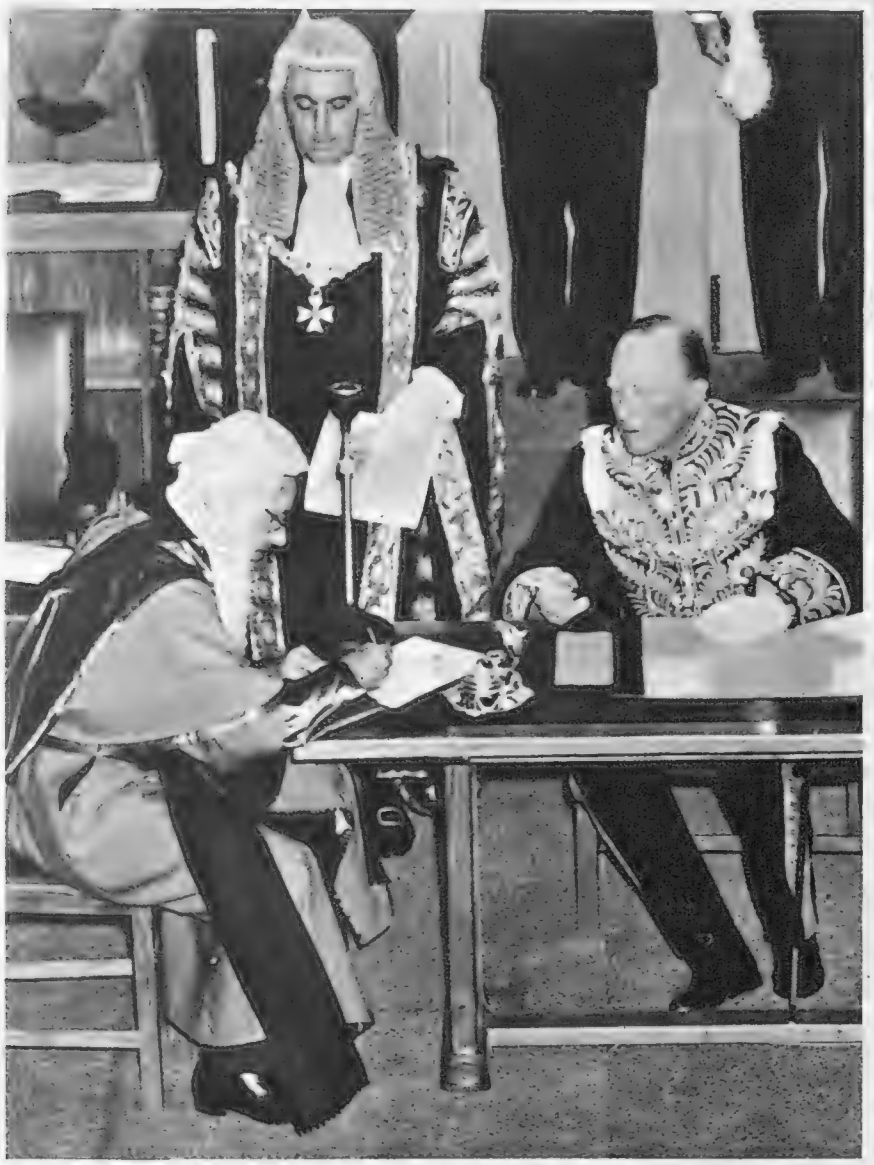
Twice each summer the historic city of Siena, about thirty miles south of Florence, stages its colourful Palio. It is a horse-race which has its origins in the medieval celebrations which were held in Siena as long ago as 1482, and takes place in honour of the Annunciation and the Assumption of the Blessed Virgin Mary. Each of the seventeen parishes of Siena enters a horse for the prize, Il Palio, which is an old tapestry depicting the likeness of the Madonna. Each horse is accompanied by a team, dressed in medieval garb, which consists of a captain, flag-bearer and swordsman, as well as the jockey. During the parades through the town which precede the race, it is probably the bannerman who steals the show. High into the air he whirls his flags, the honoured colours of his parish, and with bated breath the many thousand onlookers wait for them to come down, and for the bannerman—perhaps—to drop them. No doubt he originally performed much the same functions at the Palio as a drum-major does to-day at a football match. In the race the jockeys ride bare-back, and they are allowed—indeed, expected—to do everything they can to impede the other horses and jockeys by bumping and boring, and even by using their whips. The course is three times round the main square of Siena, and it is not necessary for the winning horse to be mounted at the finish. Once most towns in Italy held their own Palio. To-day, Siena alone stages the spectacular event, and reaps the benefit from the tourist trade.

THE WORLD IN FOCUS

A PICTORIAL ACCOUNT OF THE FOREIGN NEWS EVENTS IN ASIA, EUROPE, AFRICA AND AMERICA

HO CHI-MINH IN PEKING: The President of the North Viet Nam Communist Republic laughs as he watches children romp about in a Peking kindergarten. Ho Chi-minh was on an official visit to Communist China, to which great importance is attached. Mao Tse-tung himself was at the airport to greet the victorious Viet-minh leader, as well as Chou En-lai, the Prime Minister. Ho Chi-minh was expected to go on to Moscow at the end of his Chinese visit.

A NEW RECORD FOR MADAME JACQUELINE AURIOL: Madame Auriol walks away from the French Mystère IV turbo-jet fighter at Bretigny Airfield near Paris, after she had broken the women's air speed record. *On left*—She is seen at the controls of her aircraft. Madame Auriol, who is daughter-in-law of the former French President, flew at a speed of 715·185 m.p.h. The previous record had been set up in California in June 1953 when Miss Jacqueline Cochran, of the United States, flew at 679 m.p.h. in a Sabre jet. She herself had captured the record from Madame Auriol. The Mystère IV is an all-weather fighter, the latest of a very successful line of French jet aircraft.



THE LORD CHANCELLOR IN THE CENTRAL AFRICAN FEDERATION: Lord Kilmuir (centre) at the ceremony of the swearing-in of the Chief Justice of the Federation and the judges of the Federal Supreme Court at Salisbury, Southern Rhodesia. The Chief Justice, Sir Robert Tredgold, is seen signing the oath of allegiance before the Governor-General of the Central African Federation, Lord Llewellin.

A MOBILE BRIDGE FOR LIGHT ARMOUR IS LAUNCHED IN GERMANY: Major-General C. L. Ruffner, of the United States Army, is among those watching a demonstration of the M46 Armoured Vehicle Launched Bridge, colloquially known as the Scissors Bridge. It can be launched and made ready for use by a heavy armoured vehicle in 1½ hours. Its span is 60 ft. and it can support a load of about 60 to

ETNA ERUPTS AND THE FLOW OF LAVA CAUSES CONCERN : An archæologist on his way up to the crater of the Sicilian volcano during the eruptions last week. After a series of rumblings Mount Etna finally erupted, throwing up flames and lava stones which could be seen 30 miles away. At first most of these fell back into the crater and so caused no damage to the villages at the foot of the mountain. Furthermore, reconnaissance revealed that the eruption was being caused by two subsidiary craters within the main crater, which is a mile wide. After a few days, however, it was reported that the lava was being thrown 2,000 ft. into the air, and that it was flowing over the brim of the crater. While no new fissures had appeared, it was feared that once the lava began to flow down the mountain considerable damage might be done below, and arrangements for the evacuation of the local population, who are by now well used to these alarums and the subsequent excursions, were made.

ADDITIONAL EXCITEMENT FOR THE HOLIDAYMAKERS IN SICILY : In this aerial picture the smoke is rising from one of the erupting craters just below the top of Mount Etna. At night the molten stones thrown into the air could be seen by the many thousands of holidaymakers on the east coast.

On left—

NOT A BEAU GESTE : Egyptian police officers interrogate two deserters from the French Foreign Legion who had jumped from the troopship *Flaminia* while she was passing through the Suez Canal. The two deserters, who are seen at left in the Government prison at Suez, are Finnish and German. The troopship was on its way to North Africa from Indo-China ; up to fifty Legionnaires have jumped overboard each time these troopships sailed through the Canal in the past year.

On right—

AUTOMATION'S BOW TO ROYALTY : A robot presents flowers to Queen Juliana at Hoofdorp, near Amsterdam, when the Queen of the Netherlands visited the centenary celebrations of the Haarlemmermeer polder, one of the biggest and most fertile tracts of reclaimed land.

FAIRIES AT THE BOTTOM OF THE GARDEN : A scintillator, a kind of Geiger counter, is brought into action to deal with the garden-hose phenomenon at Downey, California. At left is Suzanne DiPeso, encoiled in an extra 50 ft. of rubber hosing which her father had added to his garden hose after it had begun to disappear below the lawn and wriggle its way along like a mole. More than 20 ft. of hose disappeared in 3½ days. When Mr. DiPeso tied it to a tap, the pull of the hose bent the tap. No adequate explanation has been given. The most plausible is that there are underground quicksands in the area.

THE RETURN OF SIGNOR GUARESCHI : The Italian author of the famous Don Camillo stories with his wife at his home at Roncole di Parma. Signor Giovannino Guareschi had just been released from gaol after serving thirteen months of a twenty-months sentence for libel. He had been sued in Milan by the late Signor de Gasperi, the former Italian Prime Minister, after the publication of photographic copies of letters in the Monarchist weekly of which Signor Guareschi was editor. The letters, allegedly written by Signor de Gasperi during the war, purported to ask the Allied authorities to bomb Rome.

ITALY'S NEW PREMIER IS OPTIMISTIC : Professor Antonio Segni clasps his hands in silent prayer when asked by journalists in Rome whether his Cabinet would be accepted by Parliament. Signor Segni announced the formation of his Cabinet two weeks after the fall of Signor Scelba's Government last month. The list of the new Ministers shows little change from that of the previous Government, for it is still based on a central Christian Democrat coalition. Some of the more Right-Wing members of the party, who caused the downfall of Signor Scelba, have been persuaded to accept office under the new Prime Minister.

POWER FROM THE WIND

A Wind-powered Electricity Generator which has been Built and Operated Successfully in a Remote Part of the British Isles

The local inhabitants of Orkney say that "no man-made structure will stay up on Costa Head." But John Brown and Company, the builders of the famous "Queen" liners, have proved the locals wrong. Although the windmill erected on Costa Head, one of the bleakest places in Britain with gales of up to 130 m.p.h. roaring across it, took four years to build, it has withstood some of the worst weather expected to be encountered. Capable of generating 100 kilowatts in a 35 m.p.h. wind, the windmill and generator were designed for the North of Scotland Hydro-Electric Board to feed the extra current into the local network which is normally supplied by Diesel generators. The power generated is sufficient to light a fairly large village.

Basically, the windmill consists of a steel tower which is 78 ft. above the ground at the centre of the rotor. On this is mounted the rotor itself and gearing which steps up the speed of rotation to the generator. The nacelle and rotor can be swung around in any direction, so that they always face the wind. The main switch and control gear is housed in a stone building at the foot of the tower, and the main electric power and other circuits are carried through cables running up one corner of the tower.

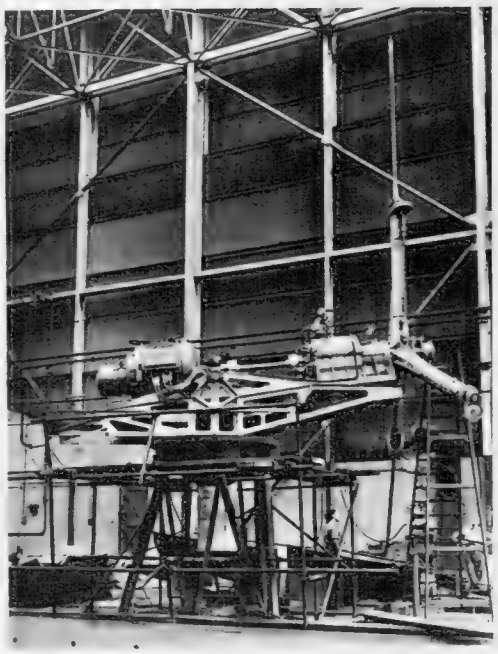
Fully automatic, the machine will stop and start by itself to suit the prevailing wind conditions. A small "pilot" windmill, mounted on top of the nacelle, turns at a speed proportional to the wind velocity and operates the main control gear to start or stop the main rotor. To prevent the machine being started up by an odd gust of wind in an otherwise calm period, the control gear takes an average of the wind velocity over a number of minutes. Once the signal to start has been given, everything follows automatically. Although the windmill is designed to be fully automatic in operation, control can be carried out manually. Safety devices ensure that in the event of failure the mechanism can be brought to rest and prevented from restarting until the fault has been rectified.

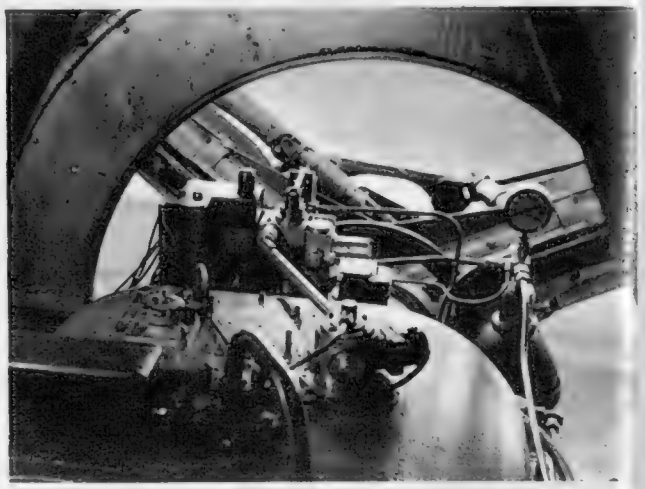
When planning the rotors, designers copied the technique of the helicopter engineer. To avoid undue strain on the blades when turning the generator, drag hinges are fitted which allow the blades to lean slightly in the direction of rotation. The blades are also allowed to "cone" with the wind forces, and hinges are fitted which facilitate this. When in operation the blades lean away from the winds, and the tendency for them to be blown down is counteracted by centrifugal force. The blades themselves are made of compressed laminated wood with high tensile steel fittings. They are protected against weather by a special plastic coating. The rotor faces downwind to avoid any possibility of the blades hitting the tower when rotating.

There have been many previous attempts to harness the power of the wind for generating electricity and this method has been used successfully for many isolated farmhouses, but none on the scale of the Costa Head scheme has been so successful. The intrepid men who spent four years on Orkney Island building the windmill wore clothing more suitable to mountaineers than mechanics. Very often the sound of the wind precluded any conversation. On more than one occasion the raging weather threatened to destroy the work which had gone into the project. In the gales of January 1952 the instrument registering wind forces reached its maximum reading of 125 m.p.h. and then broke, but the tower, which had been built to take the generator, remained standing. Apart from the weather, other snags had to be overcome. The greatest of these was vibration, which was intense as the windmill was started up. At one time it seemed as if there were no solution and abandonment of the project was discussed. Then smaller blades were fitted and other refinements made which cut down the vibration to the minimum.

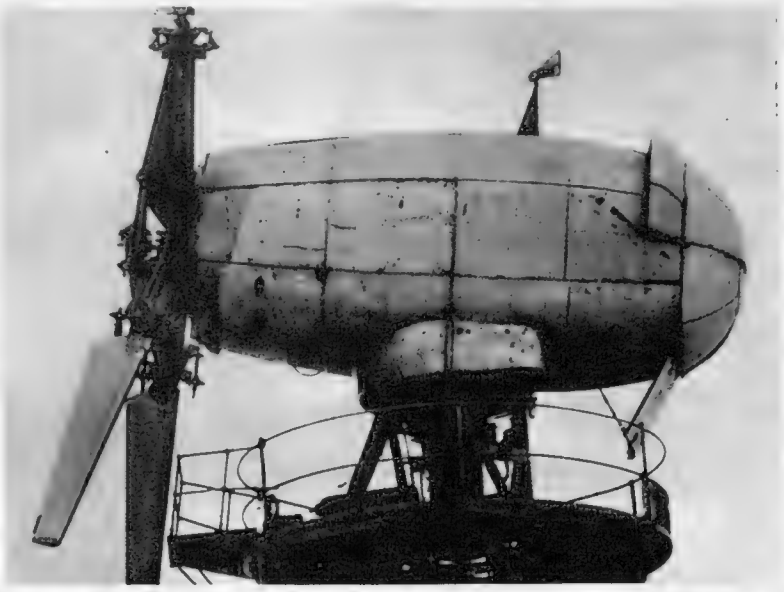
Only hydro-electric power is cheaper than electricity generated from windmills, and the Costa Head experiment must be regarded as an important one. John Brown are already designing a 250-kilowatt model which will make use of the experience gained in the advanced power generator on Costa Head.

A WINDMILL FOR ELECTRICITY IN THE ORKNEYS: The 100-kilowatt, wind-powered electricity generator which has been built by John Brown and Co. on Costa Head, Orkney Island.



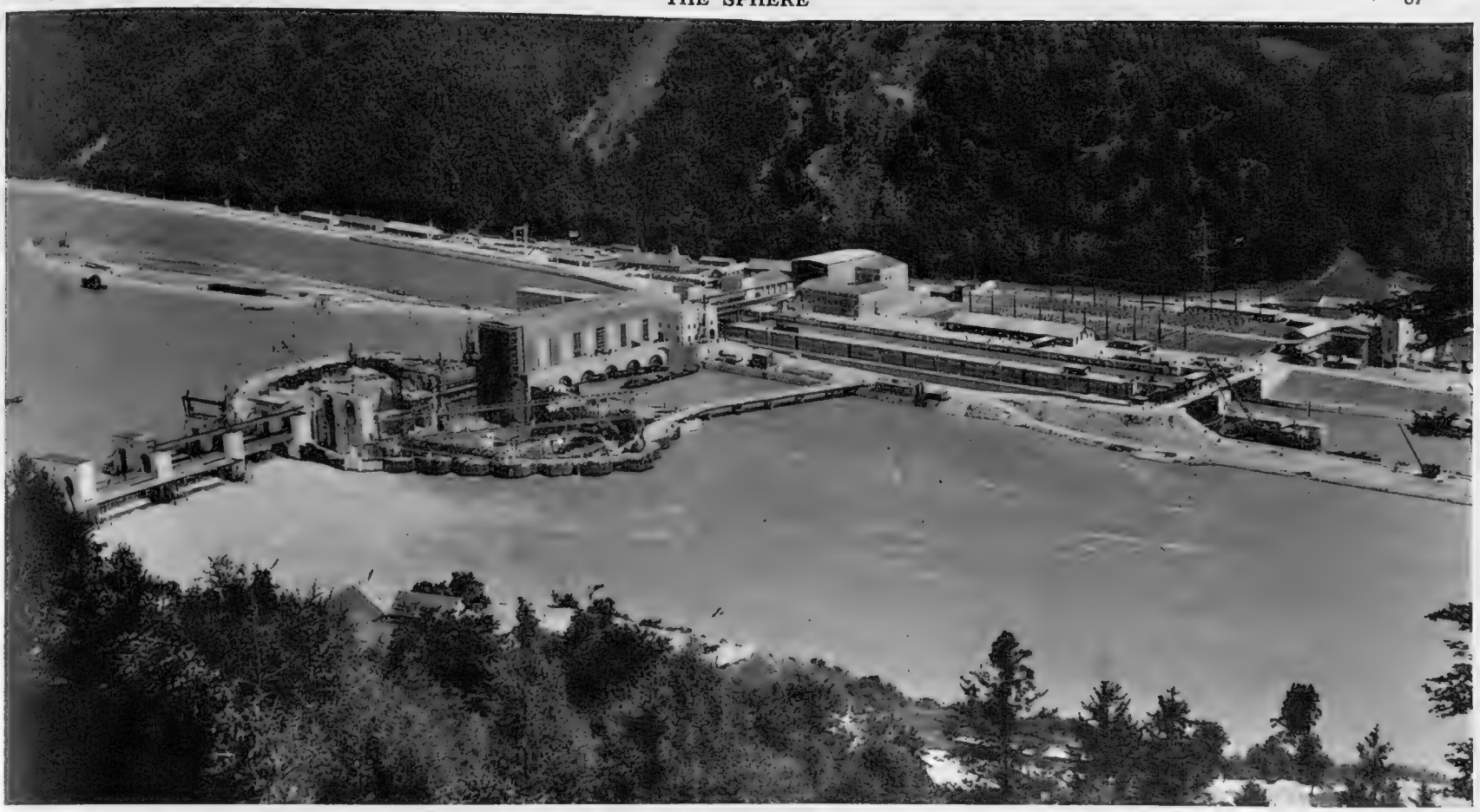


THE INTRICATE MECHANISM BEHIND THE WINDMILL: This picture taken from inside the nacelle shows the governor and inboard section of the hub. *On left*—The generator with its covers removed. A picture taken during preliminary tests.



CLOSE-UPS OF THE HEAD OF THE WINDMILL: The power supplied by the generator is sufficient to light a large factory or a fair-sized village. Encouraged by the results from the present generator now operating on Costa Head, John Brown are planning a larger windmill capable of supplying 250 kilowatts.

THE TOWER FOR MEASURING THE WIND VELOCITY: The upper part of the 120-ft.-high anemometer tower at Costa Head. Wind speeds sometimes reach 130 m.p.h.



ONE OF EUROPE'S MOST POWERFUL HYDRO-ELECTRIC STATIONS : The partially-completed plant in the River Danube at the Jochenstein has already started to supply electricity to both Austria and Germany. From the left the bridge runs over a weir to the centre of the stream where constructional work is in progress, and one turbine hall is already finished and working. Beyond is the newly-opened lock.

A TWO-NATION POWER STATION

A Joint Austro-German Hydro-electric Project on the Danube Frontier Starts Working

The Jochenstein, a rock in the Danube below Passau, has long been familiar to travellers along this waterway, for it is here that the river is the frontier between Germany and Austria. In the last three years a structure of a very modern kind has been rising in the middle of the stream, and recently has begun to function. Symbolic of co-operation between the two countries, it is a vast hydro-electric station which supplies power to both. Although it will take another year to complete, some of the turbines are already functioning.

In 1952 a joint company was formed by German and Austrian interests. They agreed to share the costs and the energy which would eventually be produced by the proposed hydro-electric station. Its target, when all five turbines are installed, is an annual output of 920,000,000 kilowatt hours. The power is being carried to a transformer station at St. Peter, about 38 miles away. Beside the plant at Jochenstein a new lock has been built, which is of great benefit to shipping.

THE GIANT TURBINE : Visitors to the Jochenstein inspect the machines in the turbine hall. The Austro-German project is scheduled to be finished in autumn next year.

AMID THE MAJESTY OF NATURE : Erecting equipment is at work on another turbine hall. Above it rise the pine-slopes which enclose this stretch of the Danube.

THE FRONTIER BETWEEN GERMANY AND AUSTRIA : Looking from the new lock, in which are a paddle-boat and two barges, Germany is to the left of the river and Austria is on the right. The lock, which is part of the Jochenstein power station, will greatly improve the facilities for navigation on this part of the waterway.

A GAS TURBINE GUNBOAT SHOWS HER PACES: *Above* and *on right*—Two pictures of H.M.S. *Grey Goose* as she travels at speed during trials in the English Channel. *Grey Goose*, a former steam gunboat, is the first warship to be powered only by gas turbine engines.

GAS TURBINES FOR THE NAVY

A Former Steam-powered Gunboat is Fitted with Aero-type Engines as an Experiment

Since the war the Royal Navy must often have been envious of their colleagues in the Air Force who have benefited so much from recent advances in engine power. Now comes news that the Navy, too, may make use of a new type of engine. As an experiment, H.M.S. *Grey Goose* has had two Rolls-Royce R.M.60 gas turbines fitted in place of her former cumbersome steam engines. At the moment, she is being put through a series of strenuous tests. First results have been encouraging: for a total weight of 26 tons, the new aero-type engines provide a 30 per cent. increase in power for only half the weight of the steam engines. The gas turbines can also be started and in service within a few minutes, thus obviating the long process of "getting up steam." To keep down weight still further, the *Grey Goose* has been fitted with variable pitch propellers that can have the pitch of their blades changed or reversed like those of an aircraft. Not only does this enable the turbines to be kept running at their most efficient speed, but it also eliminates the need for heavy reversing gear.

The effect of the new gas turbine engines is very noticeable in the control room, which is spacious and neat. Engine-room artificers sit facing rows of dials and gauges. Like the airman who calls for take-off, climb or cruising power, the captain passes his orders to the control room in terms of horse-power. When the preliminary tests have been completed, H.M.S. *Grey Goose* will go on a long cruise through Arctic and Tropical regions, so that engineers can see the effect of climate on the new engines, which have been described by the Deputy Engineer-in-Chief of the Royal Navy as "the most advanced marine gas turbines in the world."

IN THE ENGINE-ROOM OF H.M.S. "GREY GOOSE": She is powered by two Rolls-Royce R.M.60 engines, which develop 5,400 h.p. Each engine weighs 13 tons. The total engine weight is only half that of the steam engines formerly used, but power is greater.

THE CONTROL-ROOM OF A UNIQUE WARSHIP: H.M.S. *Grey Goose* won fame during the last war when, commanded by Lieut.-Commander Peter Scott, she was engaged in a series of spectacular actions against the Germans in the Channel area.

THE AUSTIN JUBILEE

The Fiftieth Anniversary of the Austin Motor Company was Marked Last Saturday by Dazzling Celebrations at Longbridge, Birmingham, which Recalled the Highlights of the Austin Story

BY "THE SPHERE" MOTORING CORRESPONDENT

THE British motor industry had never before staged a party quite so big or quite so dazzling as the celebrations held by the Austin Motor Co. on Saturday at its Longbridge plant, just outside Birmingham, to mark the firm's golden jubilee. Austin distributors and dealers from thirty different countries were among the 30,000 guests, the vast majority of whom were Austin workpeople and their families. They were given a cordial welcome by Sir Leonard Lord, chairman and managing director of the company and a worthy successor to Lord Austin, its founder.

The Austin workers at this great birthday party could be excused a feeling of pride at being associated with a firm which has accomplished so much in the space of half a century. What a thrill it gave them to watch the Cavalcade of Austin Progress, which was a highlight of Saturday's programme. For here was a parade of cars, ancient and modern, which almost spanned the company's entire existence.

It was also a fascinating mobile museum of automobile development, showing the evolution of the motor-car from the first 7-h.p. Austin—the 1908 single-cylinder model—to the latest Longbridge product: the A 90 Westminster.

There were thirty-five cars all told in the cavalcade. Among them were the millionth Austin car—an Austin Sixteen—the two-millionth model (an A 40), some of the 7-h.p. racing cars whose exploits brought the company new fame, and the Austin-Healey, which did 192·6 m.p.h. at Bonneville last year.

Saturday's festivities opened with a fanfare by the Morris Motors band—a reminder of the fact that the Austin Company has been merged with the Nuffield Organisation to form the vast British Motor Corporation. As the shrill trumpet notes died away cadets of the Warwickshire and Birmingham wing of the Air Training Corps hoisted the flags of thirty of the main countries to which Austin products are exported. Among them were the flags of Australia, New Zealand and South Africa, from each of which the Austin Company had brought sixty guests—Austin and Nuffield distributors—by special air charter.

It was a happy thought of Sir Leonard Lord to ask Mr. Harry Austin to unveil the huge jubilee plaque, which, placed atop the new car assembly building, dominated the party's decorative scheme. For Mr. Austin is the sole surviving brother of the late Lord Austin and he is still working at Longbridge after being associated in the enterprise with his famous brother right from the start.

Nearly 200 historic cars, which had been taking part in the Veteran Car Club's silver jubilee rally at Stratford-on-Avon and Leamington Spa, visited Longbridge and engaged in special driving tests as part of the Austin anniversary celebrations. Great interest was taken in demonstration runs by the Darracq, which was starred in the film *Genevieve*, and by the Spyker, which was also featured in that delightful screen story. There was a race—a sort of junior Grand Prix event—for children of Austin employees aged between six and eight. They "drove" pedal cars made in the Austin factory opened at Bargoed, in South Wales, to give employment to disabled miners.

Lady Lord presented the veteran car prizes and the Hon. Mrs. A. C. R. Waite, elder daughter of the late Lord Austin and wife of the firm's London director, distributed special souvenir awards to a dozen old Austin employees who have been with the firm for between forty-five and fifty years. The programme ended with an ox-roasting ceremony.

Mr. Herbert Austin, as he then was, started his own company in 1905 and in March of the following year the first Austin car made its first journey. The bowler-hatted figure at the wheel was Mr. Austin himself. The car was an open four-seater, with a 25–30-h.p. engine which had four separate cylinders. Transmission was by chain drive to the rear axle.

That was the first of a long line of successful Austin cars, but it was not the first horseless carriage which Herbert Austin built. In 1895, two years after he returned from Australia, he designed and built a tiller-steered three-wheeler. At that time he was managing the Wolseley Sheep Shearing Co. for Frederick Wolseley, who in 1901 formed the Wolseley Tool and Motor Car Co., making Austin general manager. This new company had a factory at Adderley Park, Birmingham, and the Wolseley cars built under Austin's direction soon achieved world fame.

It was after a dispute with the directors that Mr. Austin resigned and formed his own company. In its first full year 270 workmen built 120 cars in the original 2½-acre factory, parts of which still stand to-day. It is interesting to note that 20,000 employees now build 120 Austin vehicles every working hour. Under Mr. Austin's dynamic leadership the Longbridge firm expanded rapidly and produced a succession of cars which built up a fine reputation for workmanship and reliability. Successful participation in motor sport helped to make the name Austin famous everywhere.

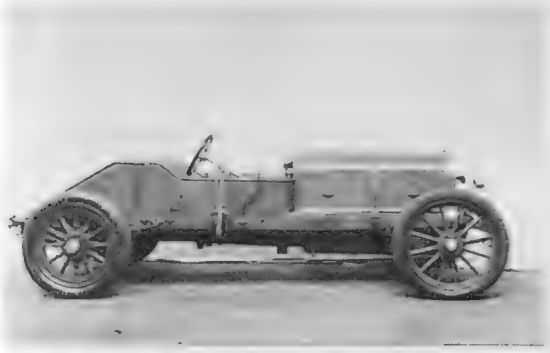
In February 1914, just before the Kaiser war, the company was changed from private to public ownership and the capital was increased to £250,000. Its war effort was magnificent and in 1917 Mr. Austin was knighted. His factory, in that First World War, turned out 8,000,000 shells, 650 guns, 2,000 aeroplanes, 2,500 aero engines and 2,000 trucks. Post-war reorganisation proved an extremely difficult problem, and in 1921 the firm—which then had a paid-up capital of £3,327,000—found itself in such serious financial trouble that an official receiver was appointed.

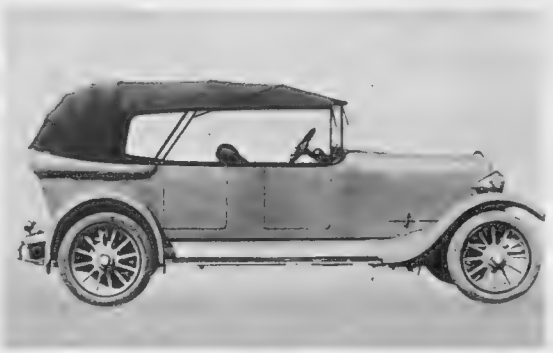
The advent of the first Baby Austin in 1922 helped enormously in re-establishing the company's prosperity. Here was the first real "People's Car"—a tiny open four-seater which, being relatively cheap to buy

(*Concluded on page 92*)

1905: Mr. Herbert Austin himself at the wheel of the first car he built at his new Birmingham factory. It was an open four-seater, with a 25-30-h.p. engine.

1910: The Town Carriage, which had a 15-h.p. engine. By this time the Austin range included a wide variety of models, and 1,000 workers were employed.





AUSTIN RACING MODELS, 1908-1954: *On left*—The Austin 100-h.p. Grand Prix racer. Three of these cars were built to take part in the French Automobile Club Grand Prix in July 1908. *On right*—The modified production Austin-Healey 100, which last year covered a mile at the Bonneville Salt Flats, Utah, at 192·6 m.p.h.

1918: The 20-h.p. Austin, which was the first model to be produced after the war. It was of entirely new design, and its price was surprisingly low.

MODERN INDUSTRIAL EFFICIENCY AT THE AUSTIN CAR ASSEMBLY BUILDING AT LONGBRIDGE: Every car comes a stage nearer to completion on the assembly line. The Longbridge building is regarded as one of the most advanced car assembly plants in the world and has a target figure of 10,000 vehicles for this year.

THE AUSTIN JUBILEE CELEBRATIONS *(Continued)*

THE VETERAN CAR CLUB PAYS TRIBUTE TO FIFTY YEARS OF AUSTIN MOTORING: Some of the "veterans" which participated in the gymkhana for teams from different countries and various areas of Britain, as well as for a team of Austin veterans. The gymkhana was part of the Austin Golden Jubilee celebrations, attended by 20,000 people at Longbridge, Birmingham, last Saturday.

THE VETERAN CAR CLUB'S MOMENT: Lady Lord, wife of the chairman of Austin's, presents a cup to Mr. F. S. Bennett, president of the Veteran Car Club.

THE FOUNDER'S BROTHER AT THE CELEBRATIONS: Mr. Harry Austin (left), who is seventy-eight, brother of the founder of the company, the late Lord Austin, is seen at Longbridge with Sir Leonard Lord.

THE SPIRIT OF THE LATE LORD AUSTIN PRESIDES OVER THE JUBILEE: Sir Leonard Lord, the present chairman, speaking at Longbridge. He said that more than 2,320,000 cars and commercial vehicles had been produced in the fifty years of the Austin Company's existence. In 1905 fewer than 250 people were employed at the Birmingham works. To-day there are more than 20,000 on the payroll. Each employee has received a special jubilee bonus of £5

STIFF TESTS FOR THE VETERAN CARS IN THE LONGBRIDGE GYMKHANA : The Veteran Car Club's Silver Jubilee Rally in progress. In the foreground a car can be seen driving over one of the see-saw ramps which was part of the gymkhana course. Among the other tests for the veteran cars and their drivers were driving blindfold through obstacles on the direction of passengers, and complicated feats of parking and garaging. The Veteran Car Club's north-western area team won the event.

WHAT A RACE ! Mr. Kenneth Horne, the radio comedian, left, arrives triumphantly at Longbridge in a 1908 Austin 100-h.p. Grand Prix racing car to compère the celebrations. Mr. Horne was recently appointed Managing Director of the British Industries Fair.

A GLIMPSE OF THE FUTURE : The Austin Sheerline, which took part in the Cavalcade of Progress. This 125-h.p. gas turbine car, although not yet ready for marketing, is in a well-advanced state of development. There is no clutch, and the car is remarkably silent.

THE AUSTIN JUBILEE CELEBRATIONS *(Continued)*

THE ONLY RACE IN THE JUBILEE CELEBRATIONS—THE START OF THE JUNIOR GRAND PRIX : The youngsters, children of Austin employees, race for their Austin J 40 pedal cars at the start of the Junior Grand Prix at Birmingham on Saturday. These cars are made in the Austin factory at Bargoed, South Wales.

THE GRAND PRIX WINNER : Sir Leonard Lord congratulates eight-year-old Alan Swadling, who had won the pedal car race. His prize was the car in which he gained his victory.

LINKS WITH THE EARLY DAYS OF AUSTIN'S : Sir Leonard Lord (centre) with the Hon. Mrs. A. C. R. Waite, daughter of the late Lord Austin, and Mr. Harry Austin, his brother, who unveiled a plaque.

AN AUSTIN EMPLOYEE SHOWS HIS FAMILY AROUND THE ASSEMBLY SHOP WHERE HE WORKS : Mr. Howard Timmins points out to his wife and children, and his brother-in-law, some of the intricate machinery which he operates. Employees were able to show their families round the place where they work last Saturday.

(Concluded from page 89)

and inexpensive to run, placed motoring within the reach of millions of Britons for the first time.

Sir Herbert Austin did most of the design work himself at his home, Lickey Grange, situated a mile from the factory. It needed courage to produce such a car in those days. Sir Herbert's "Baby" was ridiculed in many quarters—but not for long. It was a real winner. The Austin Seven was exhibited at Olympia in 1922 at a list price of £225, and before long a racing version was doing surprisingly well at Brooklands and elsewhere. It became the most popular small car in the world and was built under licence in the United States, Germany and France.

In the Hitler war his workpeople again responded manfully to the need for many different kinds of military equipment, ranging from Lancaster bombers —built in the Austin shadow factory at Cofton Hackett—to ambulances; from six-wheeled trucks to armour-piercing ammunition. At the height of the war there were 32,000 people on the Austin payroll.

Lord Austin (he had been created a Baron in 1936) died in 1941. By that time Mr. Leonard Lord had become a member of the Austin Committee of Management and Works Director. He was now appointed deputy chairman and joint managing director, and his outstanding ability as a production engineer enabled Austins to continue at full speed with the task of post-war reorganisation and the streamlining of the factory's production methods as a preparatory step towards a high degree of automation.

Leonard Lord is a salesman as well as an engineer, and it was mainly his initiative which led to the bold Austin attack on the U.S. market. Friends told him he was mad to try to sell small British cars in America, but he proved them wrong and has earned many millions of dollars for Britain. Mr. Lord became chairman and managing director of the Austin Motor Co., and with the brilliant Mr. George Harriman as his right-hand man he followed a bold policy of expansion which culminated in the opening at Longbridge in 1951 of a new car assembly building which was the most modern of its kind in the world.

The new factory employs electronic controls which automatically select parts in proper sequence and then feed them to the assembly tracks. There is a fantastic system of underground conveyers and four assembly tracks, with an output potential of one vehicle every 45 seconds.

The Austin–Nuffield merger—a step which had first been mooted some thirty years earlier!—was announced in November 1951, and Mr. Lord was appointed deputy chairman and managing director of the new British Motor Corporation. When Lord Nuffield retired, in December 1952, Mr. Lord became chairman as well as managing director of the Corporation. He was designated a Knight Commander of the Order of the British Empire in the 1954 New Year Honours. A Coventry man by birth, Sir Leonard had already gained wide engineering experience when he first became associated with Lord Nuffield (then Mr. W. R. Morris) in 1927, and undertook the reorganisation of the same Wolseley company which, in its early days, had been managed by Mr. Herbert Austin.

Sir Leonard became managing director of Morris Motors in 1932, and in this capacity he controlled the Wolseley and M.G. units of the William Morris "empire" as well. He "retired" in 1936 at the age of forty, but the following year saw him hard at work again administering Lord Nuffield's £2,000,000 Trust Fund to aid the euphemistically-named Special Areas.

To mark its jubilee, the Austin Company distributed gifts worth £150,000 to its employees, including gold watches for those with over twenty-five years, service. In a message to his workpeople, Sir Leonard Lord announced that in the first fifty years the Austin company had produced 2,320,000 vehicles. "It is," he said, "a measure of the success we have enjoyed as a result of the original wisdom, foresight and energetic optimism of our founder." Among many other jubilee tributes paid to Lord Austin was a particularly charming one by Mr. W. A. Howitt, who was formerly his private secretary and who has been at Longbridge ever since the Austin Motor Co. was founded. He is the oldest member of the staff.

Mr. Howitt had this to say of his old chief: "He was plain of speech and in dress. He wrapped up very little in cold weather and wore Burberry double-purpose type overcoats.

"In the early days he always wore a black bowler, but in later years this was superseded by a black Homburg. In the summer he favoured a Panama.

"He did not indulge in alcoholic beverages, neither did he smoke, and applicants for staff positions were carefully scrutinised for evidence of these 'vices.' He also had an aversion from men with their hair parted down the middle!

"Lord Austin had no ambition to acquire riches, and the success that eventually came to him was largely used for the benefit of his fellow men."

FIFTY YEARS AT FARNBOROUGH

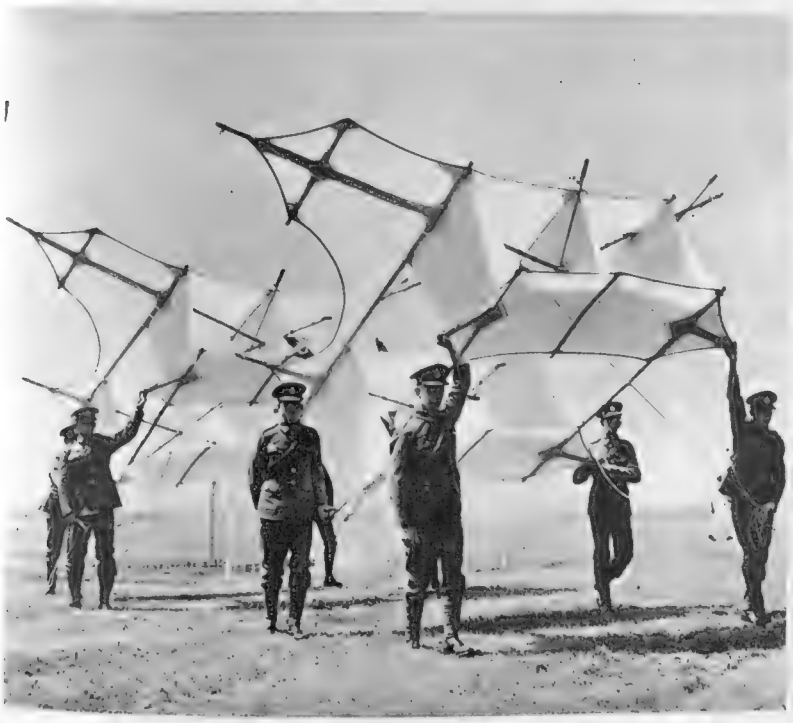
The Royal Aircraft Establishment Celebrates its Golden Jubilee

"Farnborough" first came into existence as an aviation centre when, in 1905, balloons from the Balloon Equipment Store, opened at Woolwich in 1878, were parked on Farnborough Common. At first the balloonists had the place to themselves, but within a few years the pioneers of heavier-than-air flight came on the scene, and the well-known figures of J. W. Dunne and S. F. Cody were frequently seen on the common. In 1908 Cody made the first official aeroplane flight in Great Britain at Farnborough. By the time that the First World War broke out, Farnborough was already functioning in much the same manner as it does to-day. It combined the main supply of aeronautical information with the conduct of official tests. Improvisation was the keynote of the work conducted during the war, but the result, the war-winning S.E.5 biplane, marked the eventual success of the scientists and test pilots.

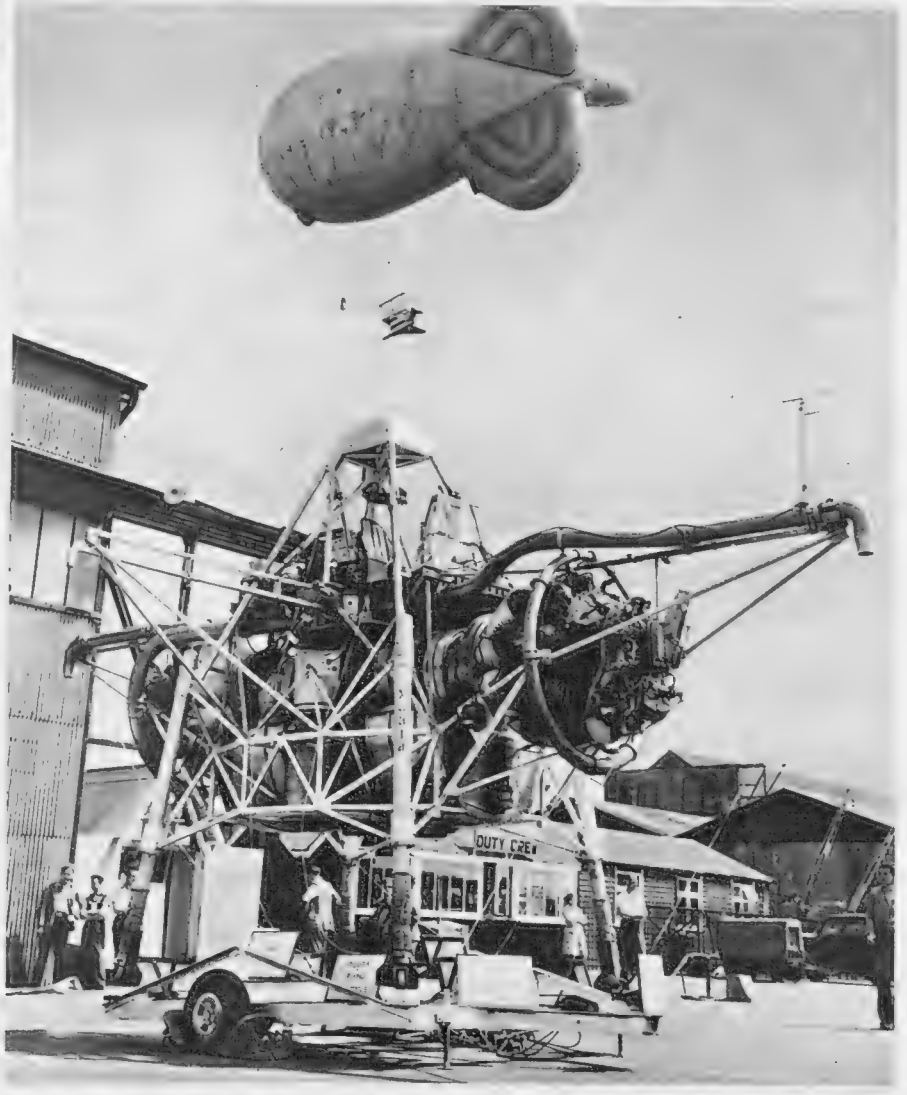
Between the wars much valuable work was done, including experiments on drag reduction, which resulted in the change from biplanes to monoplanes, and at the outbreak of World War II, the Royal Aircraft Establishment was a mature organisation, well equipped to meet emergencies. That the R.A.E. is still at the hub of the British aircraft industry is shown by the modern aircraft and test methods shown during the jubilee celebrations. Making their first public appearance were the "Flying Bedstead" and the English Electric P.1. Notable, too, was the first public showing of research work on guided missiles. The tank test, first used after the Comet crashes, could also be seen, and visitors were told that its present occupant, a Bristol Britannia, had already made the equivalent of 3,000 trouble-free flights within the space of a few months. Among the many visitors was Princess Margaret, who flew to Farnborough by helicopter from Buckingham Palace.

FROM WOOD AND WIRE TO ALL-METAL CONSTRUCTION: Two pictures which illustrate the progress made in aviation during nearly fifty years of flying at Farnborough, in Hampshire. Lined up *above* are some of the old aircraft which have been flown at Farnborough. Nearest the camera is a 1909 Blériot monoplane, and at the end of the line is a Tiger Moth, still used by members of the R.A.E. Aero Club. *On right*—A formation of Hawker Hunter jet fighters fly past.

UNDERCARRIAGES HAVE UNDERGONE CONSIDERABLE MODIFICATION: The wheels of this 1910 Deperdussin monoplane are more reminiscent of a perambulator than an aeroplane. The aircraft has an Anzani engine and was a trainer.



A MEMENTO OF A FAMOUS PIONEER: Sappers of the 4th Training Regiment, Royal Engineers, carrying man-lifting kites, which were flown by S. F. Cody in the early days of Farnborough. Cody made Britain's first official aeroplane flight.



A REMINDER OF THE FUTURE OF AVIATION: The Rolls-Royce Thrust Measuring Rig (alias "Flying Bedstead") made its first public appearance at the jubilee celebrations. Flying above it is a balloon from which working scale models are dropped for testing purposes.

THE QUEEN AT FETTES

And Other Recent Occasions at a Famous Scottish School

When the Queen and the Duke of Edinburgh went to Fettes College, it was the first visit there of a sovereign. They were received at this famous school in Edinburgh by Lord Hill Watson, Chairman of the Board of Governors, who presented the Headmaster, Mr. D. Crichton-Miller, and members of the staff. But after these formalities the boys themselves took over and conducted their Royal visitors round the buildings. Her Majesty's first escort was the head boy, Hector Kirsop, while the Duke was accompanied by David Swinfen.

After listening to a Purcell anthem sung by the choir in the Chapel, they heard the school orchestra in the newly-opened music room. The tour continued through the art room, the concert hall, gymnasium and swimming-pool. Next, there was tea in the cricket pavilion and the Queen and the Duke saw a match in progress between masters and boys. Then they watched a Highland dancing competition between Fettes and neighbouring schools. Finally, they chatted with six riders mounted on ponies, who were ready to ride before them as they drove away. One result of this visit to Fettes was a rumour that Prince Charles is to be sent there. This is authoritatively stated to be without foundation, as the Queen has not as yet made any plans for a public school for her son.

Fettes takes its name from its distinguished founder, Sir William Fettes, under whose bequest the college was opened in 1870. At present it has some 430 boys. It has a high scholastic standard, especially in the Classics, and a great accent is placed upon physical development. Boys are expected to learn boxing during their first year, and it is claimed with pride that not a single pupil now in the school has seen the Rugby football XV beaten in an inter-school match.

Old boys of the college are eminent in many walks of life. Politics provides an illustration of this. Eight Old Fettesians were returned to the House of Commons at the last election, among them being Mr. Selwyn Lloyd, Minister of Defence, and Mr. Iain Macleod, Minister of Health.

A GENERAL VIEW OF THE SCHOOL : Fettes, which was visited by the Queen and the Duke of Edinburgh during their recent tour of Scotland, stands between Edinburgh and the Firth of Forth in grounds which cover 200 acres.

On left—

A MOUNTED ESCORT : The Royal car leaves Fettes escorted by members of the college pony club. The visit was informal and the boys conducted their Royal guests over the school.

THE QUEEN AND A PREFECT : Her Majesty, accompanied by a prefect, Donald MacBean, makes her way to the swimming-pool at Fettes, with the Duke of Edinburgh following with another boy.

CADETS IN DEFENCE AND ATTACK : *Left*—A party from the Fettes Combined Cadet Force prepares to cross the Firth of Forth to take part in an exercise in the defence of the beaches of Aberdour, Fifeshire. *Right*—Another party of cadets, who played the role of the attacking force, comes ashore from landing-craft at Aberdour. This was one of the many realistic exercises in which the school's Cadet Force is often engaged. The force, 350 strong, has Naval, Army and Air Force sections.

A PROPOSED NEW BIRD SANCTUARY

Scolt Head Nature Reserve, off the North Norfolk Coast, May Soon Include an Official Bird Sanctuary

There is a possibility that within the near future Scolt Head Island, situated off the North Norfolk coast 3 miles from Burnham Market, may be declared a bird sanctuary. It is well known to ornithologists as one of the main terneries on the North Sea coast and as a wintering area for shore larks and other rare birds. There is a well-established breeding colony of sandwich terns, and during the autumn and spring migrations many rare birds have been recorded. Among the birds which frequently nest on the beaches and in the long, coarse grass of the island are the common tern, oyster-catchers, redshanks and ringed plovers. Miss E. L. Turner, a pioneer of bird-watching in remote coastal areas, studied the island's bird life and referred to her visits in her book, *Bird Watching on Scolt Head*, which she published in 1928.

Scolt Head, now about four miles long by half-a-mile wide, consists of sand-dunes, salt marshes and shingle ridges. It was declared a National Nature Reserve by the Nature Conservancy in March 1954, although, in effect, it had been a Reserve since its acquisition by the National Trust in 1923. At that time it was purchased with funds raised by the Norfolk Natural History Society. The Nature Conservancy first declared an area of 1,620 acres, but within a year, in March 1955, they were able to announce that they had leased the rest of the island (the eastern section of about 200 acres) from the Norfolk Naturalists' Trust. The entire Reserve is now managed with the advice of a committee which includes representatives of both the National Trust and the Norfolk Naturalists' Trust.

In addition to its rich variety of bird life, the area has become a classic site in the British Isles for the study of coast erosion, sand and shingle bank formation and the development of salt marshes. It also has a wide range of marine and other plant communities. It is interesting to note that the island has trebled in size since 1824. Some damage was inflicted when the sand-dunes were breached in the North Sea floods in 1953. The public are welcome to visit Scolt Head, but only on the understanding that no damage is caused to the dunes and bird and plant life.

THE SITE OF A PROPOSED BIRD SANCTUARY OFF THE NORTH NORFOLK COAST: This is a view of Scolt Head Nature Reserve, an island 3 miles from Burnham Market, which may be declared a bird sanctuary under the Bird Protection Act of 1954. Surveying the scene near a Nature Conservancy notice-board is the Reserve Warden, Mr. R. Chestney. The island is renowned for its bird and plant life.

EVERY EFFORT IS MADE TO PREVENT DAMAGE TO THE EGGS: Mr. Chestney indicates a sandwich tern's nest to prevent visitors treading on the eggs.

NEW LIFE ON SCOLT HEAD: A newly-hatched common tern is on its nest on the wide stretch of sands. The eggs of the common tern are usually laid in a nest of grass and rubbish.

CONTRASTS IN NESTS: *Left*—A newly-hatched oyster-catcher chick nestles its head between two eggs on an open expanse of beach. *Right*—The warden pulls aside a clump of the island's long, coarse grass to reveal a clutch of redshank's eggs. Having made the discovery, Mr. Chestney's next step will be to indicate the position of the nest with a marker stick. Scolt Head Island, which consists of sand-dunes, salt marsh and shingle ridges, can be reached by boat on incoming tides.

A FINE EXAMPLE OF THE MODERN ARCHITECT'S SKILL—THE NEW QUEEN ANNE FAÇADE OF THE GREY COAT HOSPITAL, WESTMINSTER: The building which is to be officially opened next week by Princess Alexandra. The Grey Coat Hospital began in 1698 as a school for poor boys and girls in Westminster, and to-day is one of the leading girls' day schools in London. Mr. Laurence King is the architect responsible for the reconstruction of the buildings, which were badly damaged during the war.

"LOYAL SUBJECTS, USEFUL CITIZENS AND SOLID CHRISTIANS": The statues of the Grey Coat boy and girl, which survived the war damage, recall the type of pupil which the school's founders hoped to produce.

GREY COATS OF WESTMINSTER

The Reconstructed Buildings of the Grey Coat Hospital, the London School for Girls, are to be Officially Opened by Princess Alexandra Next Week

PHOTOGRAPHS BY A. F. KERSTING

When Princess Alexandra goes to the Grey Coat Hospital in Westminster next week to open the restored buildings, she will participate in a ceremony which marks yet another important stage in the history of this girls' school. In just over 250 years the Hospital has undergone many changes, both in the aims of the Foundation and in the structure of its buildings. The school has advanced from being an establishment for "the forty Greatest Objects of Charity" in Westminster to its present position as one of the leading grammar schools for girls in London. And the buildings of the school have so moved with the times that the Hospital is now one of the best examples of the modern restoring architect's skill and of the contemporary designer's art.

AN ANCIENT FOUNDATION THAT MOVES WITH THE TIMES: *On left*—The science classroom on the top floor of the new block at the school. *On right*—The balcony of the fine new assembly hall. This hall is perhaps the outstanding feature among the new buildings at the Hospital. The tall windows reach from floor to ceiling.

It was in 1698 that eight men, most of them tradesmen in Westminster, looked about their parish, and "took into their serious consideration the great misery that the Poor Children doe generally suffer, by reason of their Idle and Licentious Education; their nurses or those that provide for them generally suffering, if not encouraging, them to wander about and begg, by which means and the Evil customs and habits they contract thereby, they become (for the most part) the Curse and Trouble of all places where they live, and often by their wicked Actions are brought to shamefull untimely death and Destruction."

They instantly set out to deal with their contemporary problem of juvenile delinquency. "To prevent the like miseries for the future" they "did think it proper and convenient to erect a Free School where forty of the Greatest Objects of Charity they could find should, from time to time, be educated in sóber and Vertuous Principles and instructed in the Christian Religion." The eight worthies took a house in Broad Sanctuary, money was subscribed (£5 was the total sum at the beginning), and within eight weeks of their original resolution having been made known, the Grey Coat Day School was opened.

The Governors had decided that the children should be clothed as well as instructed. "The Trustees," according to the "Scheme" recorded in the Minutes, "shall give each child, on admission, a knit Cap, a paire of Shoes with Buckles and a pair of knit Gloves. The above named clothes shall be worn only upon Sundays and Holydays; on which they shall Morning and Evening meete at the Schoole, where they shall each of them have a Grey Coat to put on, and go in order to Church." Boys only were at that time admitted to the school, which appeared to prosper. Expenditure during the first year was £62 19s. 6d., which not only included the clothing and maintenance of the forty boys, but also Dr. Willis' "quart of canary and the dinner in Hall."

But by 1701 it was found advantageous to move to the site of the Hospital in "Tuttle-fields," on which the school stands to this day. This was an old workhouse, and the larger premises enabled the Governors to accept girls as well as boys. As the school, now known as the Hospital, increased in size, so it prospered financially. Benefactors to the foundation were no longer only tradesmen: esquires and ladies of rank as well as bishops and pedagogues began to feature on the subscribers' lists. And in 1706 the school was incorporated by Royal Charter to become a Royal Foundation of Queen Anne.

On left—
THE OUTSTANDING FEATURE OF THE NEW SCHOOL BUILDINGS : The fine assembly hall is in the new part of the school. It incorporates a small stage, well equipped with modern lighting and mechanical curtain-raisers. The hall has parquet flooring. Just to the right of the stage is the movable electric organ. This fine new hall is symbolic of the change that has come about in the Grey Coat Hospital. One hundred years ago there were only two classrooms, one for the sixty boys, the other for thirty girls. The boys' schoolroom was 10 ft. in height, 37 ft. long and 20 ft. wide; the girls' was 13 ft. shorter. Considerable improvements were made to the buildings when the Hospital became a day school only for girls, in 1873, in accordance with the scheme proposed by the Endowed Schools Commission. Under the Education Act of 1944 the status of the school was again altered; instead of a number of free places being allotted to deserving cases, Grey Coat Hospital became a voluntary-aided secondary school for girls, and no fees are paid for any of the 455 pupils.

IN THE NEW BLOCK : The vestibule on the ground floor of the modern building. The carved panels on the left commemorate the eight founders of the original Grey Coat Day School.

On left—
THE MODERN BUILDING BEHIND THE QUEEN ANNE FRONT : This is perhaps the most "daring" part of Mr. King's restoration work. Only the shell remained after bombs had hit the school in 1941 ; this had to be demolished.

On right—
ONE OF THE FEW RELICS OF THE ORIGINAL BUILDING : The lower portion of the main staircase is the original seventeenth-century work and escaped destruction during the war. The upper staircase matches the original.

Such were the beginnings of the Grey Coat Hospital, and in the year up to 1870 its life was similar to that of its contemporary schools. The accounts of the doings of the Hospital's Victorian Masters and their wives (the Matrons) are Dickensian in horror. But while many of the pupils (the average was about sixty boys and thirty girls) no doubt led hard lives, there were more who were happy and grateful for the still rare benefits of education. Specific provision was made during these years for the teaching of mathematics to boys who might wish to go to sea as a career.

The scheme drawn up by the Endowed Schools Commission led to a drastic reconstitution of the Hospital in 1873. A day school was maintained on the site at Tothill Fields, but it was to be for girls only. At the same time, a boarding school was to be opened somewhere in the country. A large number of free places were still to be available, but on the whole the Hospital became a fee-paying secondary school.

The newly-constituted governing body set out to carry out these recommendations. One of the first tasks was the enlarging and modernising of the old buildings in Westminster. While at Caversham, in Oxfordshire, was founded the boarding school required by the scheme of the Commission. In 1894, nearly 200 years after the foundation of the original Grey Coat Day School in Broad Sanctuary, Queen Anne's School, Caversham, was opened with thirty-nine girls. To-day there are 290.

It was Hitler's war that wrought perhaps the greatest physical changes at the Grey Coat Hospital. Incendiary bombs fell on the buildings in April 1941 and completely gutted the old workhouse part of the Hospital, although parts of the Queen Anne front remained. This shell, however, had to be demolished when the school was rebuilt under the guidance of Mr. Laurence King.

Without any doubt drastic structural alterations would have had to be effected on the old buildings in any case. The need for them became even more urgent when, under the Education Act of 1944, the school became a voluntary-aided secondary school, with still greater demands on its facilities. The bold manner in which the architect has tackled the task set him augurs well for the Hospital, for it now provides, perhaps for the first time, the facilities for a thoroughly good and efficient secondary education for girls, which meets the needs of the age. And yet, despite the Foundation's move with the times, the object of the school remains the same to-day as in 1698 : to produce "Loyal Subjects, useful Citizens and Solid Christians."

TROUBLE IN ADEN—REBEL TRIBESMEN IN BORDER SKIRMISHES

ARAB LEVIES ON THE MARCH : A detachment of troops of the Arab levies marches barefooted out of the gate at the port of Mukalla, in Eastern Aden. Troops of the Mukalla provincial government were sent out to relieve Quaiti State troops beleaguered by rebellious tribesmen in the hills fifty miles to the north.

THE CENTRE OF OPERATIONS AGAINST THE REBEL TRIBESMEN IN THE ADEN PROTECTORATE : The white buildings of the port of Mukalla stand out against the dark rock of the hills in the distance. When about ninety troops in the service of the Quaiti State were besieged by rebellious Arab tribesmen last month, the Mukalla provincial government sent out some of its levies to come to the rescue of the beleaguered forces in the rugged hills some fifty miles to the north of Mukalla. Supported by aircraft of the Royal Air Force, the levies overcame the rebels after a brisk struggle and linked up with the Quaiti troops. This incident was only the culmination of a series of skirmishes between Arab tribesmen in the wilder parts of the Aden Protectorate and the forces of the local governments and of Britain. Many of these clashes, in which British officers have been killed, take place in the area of the boundary between the Protectorate and the Yemen which is disputed by the Yemen Government. Britain has in the past accused the Yemen of giving asylum and even active support to the tribesmen, but this has been denied by the Yemen. British troops from the Canal Zone have now been flown to the Protectorate to reinforce the R.A.F. Regiment and Arab levies there.

A NEW TYPE BRITISH TUG

On left—

A NEW TYPE OF HULL FOR A BRITISH TUG : Lying at Appledore is the new tug *Ashbrooke*, which is nearing completion at the North Devon yards. According to the makers, the new type of hull with which the tug is being fitted will give improved free running speed and increased pull, and is also reducing the cost of building this 92-ft.-long tug.

QUIETLY FLOWS TO-MORROW'S NEWSPAPER

TIMBER! 3,000 cords of pulpwood in a circular boom are towed across the placid Lake Moosehead, in Maine—a contrast to the traditional idea of hurly-burly involving rapids and lumberjacks. After sluicing and driving down Roach River into Spencer Bay, the wood passes in through the great dam at Kokadjo before entering the Kennebec River on its way to the paper factory at Waterville.

AUSTRALIAN WHALES SPOTTED BY AIRCRAFT

WHALING FROM THE AIR : This remarkable picture of two whales was taken by a photographer in an aircraft off Cape Moreton, near Brisbane. The whales, which are estimated to be between 35 and 40 ft. long, were spotted as they headed north a few hundred yards off the cape. These whales are hunted as they pass along the coast by whalers coming from Tangalooma Station, near Brisbane.

THE PRINCESS AT A BOAT PARTY

After Flying by Helicopter to the Air Display at Farnborough

Last week Princess Margaret made her first flight in a helicopter in England and later, on the same day, joined an all-night party on two steam launches on the Thames. Her trip in a Westland S.55 helicopter of the Royal Navy was made from Buckingham Palace to Farnborough, Hampshire, where she saw the air display held to mark the golden jubilee of the Royal Aircraft Establishment. She also made a tour of the establishment and saw many exhibits illustrating its research work, as well as a Bristol Britannia airliner undergoing fatigue tests in a water tank. In the evening, after her return journey by helicopter to the palace, the Princess, in a dress bordered with calypso figures, went out to Richmond to join a party being given by the Duke and Duchess of Devonshire and the Hon. Michael Astor. It was held in two Thames pleasure boats and the 230 guests in fancy "boating" dress danced to jazz music as the launches steamed towards Chertsey. In case of accidents a small launch carrying a life-saver and fitted with a searchlight followed the two boats. Princess Margaret left the party at 2.30 a.m.

PRINCESS MARGARET IS A GUEST AT A PARTY ON BOARD A THAMES PLEASURE-BOAT: She joins the party at Richmond for the trip up-river in two boats, the *Queen Elizabeth* and the *Viscountess*. Standing behind her is Princess Alexandra. On the right is the Hon. Michael Astor, who, with the Duke and Duchess of Devonshire, gave the party; on Princess Margaret's right is Miss Judy Montagu.

GAIETY ON THE THAMES: Guests in fancy-dress are watched by Princess Margaret (in the background) as they board the *Queen Elizabeth*.

PRINCESS MARGARET'S FIRST JOURNEY BY HELICOPTER IN ENGLAND: She made the trip from Buckingham Palace to Farnborough to attend the Silver Jubilee air display of the Royal Aircraft Establishment. The picture *on the left* shows the Westland S.55 helicopter of the Royal Navy about to land in the grounds of the Palace on the return flight. In the picture *on the right* the Princess is seen on her arrival at Farnborough. Pictures of the Air Display will be found on page 93.

THE HOME NEWS IN PICTURES

A SURVEY OF RECENT EVENTS IN ENGLAND AND WALES

RECORD CROWDS FOR THE INTERNATIONAL EISTEDDFOD AT LLANGOLLEN : Some of the 44,000 people who attended the first day of the Eisteddfod to make a record audience. The main marquee held only 8,000 people and the programme was relayed over loudspeakers to the many people who were basking in the sunshine on the slopes of Castell Dinas Bran. People who could not get into the marquee were entertained by impromptu displays by overseas competitors. Altogether about 200 choirs and dancing groups from twenty-two countries were taking part.

COLOURFUL COSTUMES AT LLANGOLLEN : As their piper plays a tune, dancers of the Cercle Celtique de Penthièvre from Brittany stroll across a field at the Eisteddfod.

LADY TEMPLER OPENS AN ART EXHIBITION : Lady Templer is seen looking at a painting by Frances Hodgkinson at an exhibition of "Travel Scenes and Other Pictures" which is being held at the Parsons Gallery in aid of the "Save the Children" Fund. Holding the picture is Donald Hughes, who painted most of the pictures in the exhibition. On the right are Mrs. George Parsons, Director of the gallery, and Captain L. H. Greec, chairman of the fund.

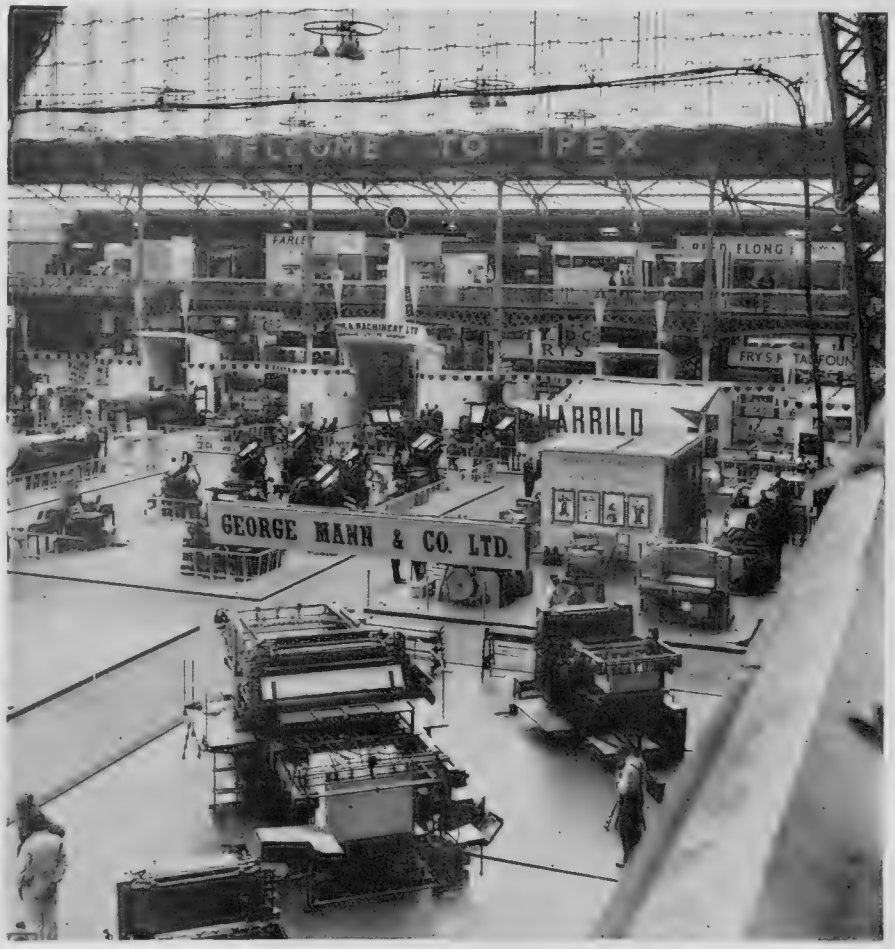
MRS. BRADDOCK MEETS MISS DIETRICH : Marlene Dietrich chats with Mrs. Braddock at the Café de Paris in London. Mrs. Braddock was visiting the Café de Paris for the first time, and while there introduced Marlene Dietrich's act. It is usual for the film star's act to be introduced by another well-known woman.

SOUTH CERNEY—GLOUCESTERSHIRE'S BEST-KEPT VILLAGE : A pleasant row of cottages beside the River Churn in the village which has won the Bledisloe Cup this year. The cup awarded is a duplicate of that which has been awarded annually for some years and was given by Lord Bledisloe to mark his eighty-seventh birthday. In the future, the new cup will be awarded to villages of over 700 people and the old cup to smaller communities.

BUNGALOWS FOR EXPORT: Sir Claude Corea, the High Commissioner for Ceylon, is seen leaving a prefabricated bungalow after a tour of inspection. Thirty of these British-made bungalows are to be taken to Ceylon where they will be erected at the new naval base being built at Trincomalee. Known as "Shipston bungalows," the buildings are transported as gigantic parcels and can be fitted together in a short time by unskilled labour.

A NEW PRIMARY SCHOOL FOR WOOLWICH: Built to replace a series of temporary buildings, the recently-opened Montbelle Primary School, in Montbelle Road, will accommodate up to 280 children between the ages of five and eleven. The school has cost over £52,000 to build and contains six classrooms in two wings projecting from the main hall. The opening ceremony was performed by Mr. Peter Scott.

FROM OLD-TIME MUSIC-HALL TO INDEPENDENT TV: The interior of the Wood Green Empire, which is being structurally changed to accommodate stage shows for commercial television. The stalls are being removed. However, the circle and upper circle are to be retained and these seats will be used for invited audiences.



THE LARGEST PRINTING MACHINERY DISPLAY IN THE WORLD: A general view of the Printing and Allied Trades Exhibition which was held at Olympia. Plant] worth between £4,000,000 and £5,000,000 was on show at the first exhibition of its kind to be held since 1936. Among the many outstanding exhibits were machines which eliminate the setting of ordinary metal type and which "set" the characters in one speedy operation on sensitized paper by electronic or optical means.

LINING-UP AT THE NATIONAL RIFLE ASSOCIATION MEETING AT BISLEY: Competitors get down to their tasks on the opening day. Among the competitors this year were teams from Northern and Southern Rhodesia and from Canada. One outstanding result was that of the Army Cup. This was won by Corporal A. J. Tetlow, of Cambridge University Officer Training Corps. This is the first time that the Territorial Army have won this trophy at the Bisley meeting.

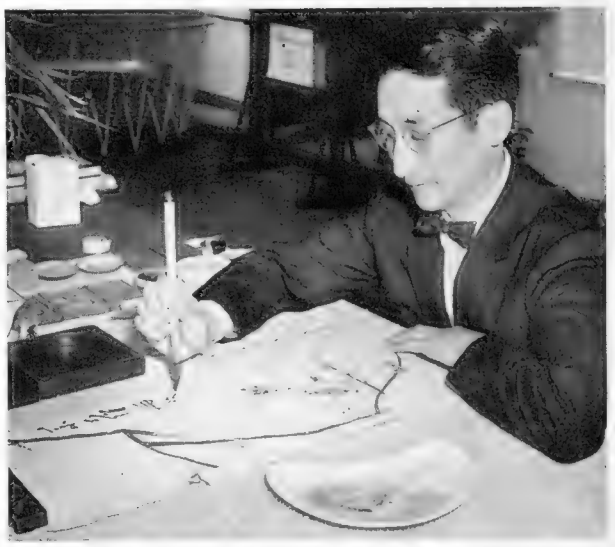
COAT BADGES AND CAP BADGES AT BISLEY: *On left*—Two members of the Canadian team take aim while a third acts as observer. *On right*—Commander G. A. Looker, of H.M.S. *Grenville*, has the help of his son and two daughters at the Bisley meeting.

NEWS FROM THE ART WORLD

A New Pulpit and Woven Fabric; and Exhibitions Recently Opened in London, Paris and Boston

A SURREY-MADE PULPIT FOR BRITISH COLUMBIA: Two joiners at work on the pulpit at the Kingston workshops of Mr. Norman Robinson. The 14 ft. high pulpit is to go to Victoria, Canada, as the gift of the See of Canterbury and the British Columbia Diocese, whose arms it will bear. It is being carved from English oak in the style of the late fifteenth century, and will embody carvings of various fur-bearing animals to recall the foundation of Victoria by the Hudson Bay Company. There is also a richly-carved sounding-board and a curved flight of steps with ornamental newels. These posts are surmounted by the carved figures of St. Paul and St. Barnabas.

THE RIDDLE OF THE SMILE: Seven so-called "Mona Lisas" at the exhibition of Fakes in Art and History at the Grand Palais in Paris. While visitors to the show, which is held in connection with the current International Police Show, admire the talent that goes into these bogus canvases, the real work by Leonardo Da Vinci remains in the Louvre.



On left—

A CHINESE ARTIST AT WORK: Mr. David Kwok demonstrates his method of scroll painting at the Imperial Institute, South Kensington, where an exhibition of his work was opened last week. Mr. Kwok paints in black Chinese ink on thick paper.

On right—

LONDON ART STUDENTS EXHIBIT SCULPTURE IN THE OPEN AIR: A work to match the surroundings of the grounds of the Natural History Museum is being discussed. It is called "Column of Birds," and it is the work of Miss Sally Arnup, who is seen here with Mr. John Paddison and Mr. John Wood. All are students at the Royal College of Art. This open-air exhibition of sculpture by the students was opened in South Kensington last week.

On left—

A NEW FABRIC IS WOVEN IN SCOTLAND: Mr. Tadeus Beutlich (*right*), a Polish designer and teacher of weaving, demonstrates to the acting Provost of Ayr, Mr. Adam Hart, the intricacies of the Gobelin weave method at an exhibition in London. This method is used at Ayr to weave a new fabric known as Replin, a combination of rep and Gobelin. This fabric, discovered during the war, is said to be fire-resisting and to have a considerable life. The first supplies have already been used in the Houses of Parliament, the latest transatlantic liners, and in the new buildings at London Airport.

IN MEMORY OF WILLIAM RANDOLPH HEARST: A magnificent early Flemish tapestry is hung in the Tapestry Gallery of the Boston Museum of Fine Arts under the supervision of the museum's Director, Mr. Perry T. Rathbone, and the Curator of Textiles, Miss Gertrude Townsend. The tapestry was presented to the museum by the Hearst Foundation in memory of the great American newspaper proprietor. It is 26 ft. long and depicts scenes from the Gospels.

ARTISTS' VILLAGE SHOW

At Great Bardfield, in Essex, Distinguished Artist Inhabitants Exhibit their Work

SOME OF THE EXHIBITORS AT GREAT BARDFIELD : From the left are Clifford Smith ; John Aldridge, A.R.A. ; Mrs. John Crittall ; Edward Bawden, A.R.A. ; Marianne Straub ; Michael Rothenstein ; Walter Hoyle and George Chapman. They are standing outside Miss Straub's cottage in which her woven textiles are displayed. Mrs. Crittall's home outside the village is open to those who wish to see a collection of work by the Bardfield artists in a domestic setting.

PAINTINGS AND WALLPAPER : Mr. Edward Bawden shows some of his pictures against a setting of wallpapers of his own design in his home, Brick House. He has done much to set the fashion for English wallpapers.

A MURAL FOR A SCHOOL : Michael Rothenstein stands by the wall painting which he has executed for a school in Worcestershire. He is one of the Bardfield artists who are experts in lithographs and engravings.

A PAINTER WITH A STRONG AND PRIMITIVE STYLE : Mr. Clifford Smith shows his expressive oils, in which a mother and child seem to be a recurring theme, in the part Tudor, part seventeenth-century Buck's House.

THE SETTING FOR THIS UNUSUAL EXHIBITION : In High Street, in Great Bardfield, live most of the artists showing their work in their homes. The board on the right announces a display within by Joan Glass, Clifford Smith, David Low and Audrey Cruddas. The village exhibition closes on July 17.

HUSBAND AND WIFE ARTISTS : In their Tudor home at Great Bardfield, John Aldridge, A.R.A., paints at the easel while his wife is at work on one of the rugs for which she is noted. Mr. Aldridge also designs wallpapers.

Great Bardfield is a village which is worth the attention of any visitor to the county of Essex. It has Tudor, Jacobean and Georgian houses. Some of these are the homes of artists. And this gives an added distinction to Great Bardfield.

In the last ten days these artist inhabitants, twelve all told, have been holding an exhibition of their work. Viewers have been able to see paintings, drawings, textile designs and many other art forms in the homes of their creators. Yet although Great Bardfield is undoubtedly a village of artists, there is no "school" associated with its name. The exhibition presents a great variety of styles and forms, evidence of the flourishing state of British art.

On left—

WELSH SCENES : George Chapman hangs some of the paintings of scenes in Welsh mining villages for which he has made himself a very considerable reputation.

The Sphere of Travel

AWAY FROM IT ALL

IN SOUTH-WESTERN FRANCE

Suggestions for Holidays in Languedoc and Roussillon

By GORDON COOPER

NOT everyone is gregariously-minded and satisfied to mill around in a crowd in the popular centres and resorts of Europe. There is, I believe, a considerable minority of holiday-makers who hold opposite views and prefer to escape from the organised routine of tourist life, but not necessarily from its comforts. For such people, no country offers better opportunities than France, where there are many fascinating corners waiting to be discovered and explored by the discriminating traveller. Such an area is Languedoc, the largest of the French provinces, lying in the far south-west, between the southern slopes of the Massif Central, the eastern portion of the Pyrenean chain, and the Mediterranean Sea.

Languedoc offers a somewhat disconcerting character, for mountains and plains, seashores and valleys combine in providing an almost bewildering variety of natural conditions ; and the inquiring traveller has to consider zigzag itineraries. The cities and towns, too, are usually of different type, for Perpignan, Narbonne, Montpellier, Nîmes, Carcassonne and Albi seem at first to have little in common. Nevertheless, this outwardly artificial province has strong links in its language and history, thus forming a homogeneous southern block — a " Kingdom of the Sun."

Of the towns I have mentioned, Carcassonne is the only one which attracts any considerable number of tourists ; as for the others, most travellers just pass through them in transit, but rarely trouble to stop, except possibly at Nîmes, to visit the Roman remains.

The popularity of Carcassonne is understandable, for its medieval section, the Cité, is not only unique of its kind, but is the nearest approach which can be found to something from a fairy-tale book come to life, or an illustration for Kubla Khan's Xanadu, where " twice five miles of fertile ground with walls and towers were girdled round." The modern part of the city, by the way, is dull.

Actually, the Cité is largely a wonderful nineteenth-century work of reconstruction by Viollet-le-Duc, and thus is not nearly so genuine as the still untouched walled town of Aigues-Mortes (recently described in these pages) ; but this does not detract from its impressive general effect. Perched on its solid rock, the perfect detachment of this fairy-tale city is what first strikes you. And despite the considerable attraction and interest to be found within the walled fortifications, I think that this impression from the outside, where the whole place detaches itself at once from the landscape, is the most inspiring. There is constant joy to the eye in following round the walls and in closer views of the towers and the gates. I know, too, that of all my travel memories none is more vivid than an evening spent, under the light of a full moon, in walking round the walls.

North of Carcassonne is Albi, rarely visited by tourists, perhaps because it is awkwardly placed for communications. Its outstanding attraction is the great Cathedral of Ste.-Cécile, which is unlike any other cathedral in France. The whole of this huge brick edifice has a military aspect, and it appears to be more a feudal fortress than a church. There is not a statue, not a bas-relief to indicate that the place is a sanctuary dedicated to the worship of God.

The interior of this marvel of Southern Gothic architecture is also impressive. The walls and the vaulting are entirely covered with paintings, and during the Revolution it was one of the few religious buildings to escape untouched. The rood-screen is one of the most beautiful in France, while the whole choir is magnificently rich in sculpture.

Next to the Cathedral is the old episcopal palace, also designed as a fortress, which now houses the Albi Museum. Here is the richest collection of Toulouse-Lautrec's works in existence, as well as a number of fine contemporary works of art.

It is curious how the popularity of fashionable resorts waxes and wanes. Montpellier is a case in point, for in the eighteenth century this capital city of Languedoc attracted many distinguished English visitors, including John Locke, Tobias Smollett, and that observant Suffolk farmer, Arthur Young. Yet it still remains a centre of art and learning. It is a good base for several interesting excursions, and is as gay and cheerful as when Rabelais spent some years there, studying at the university, as celebrated then as it is now for its School of Medicine.

" Pantagruel," wrote Rabelais, " came to Montpellier expecting to study medicine, and there he found the excellent wines of Mirevaulx and joyful company ; he discovered the profession to be exceedingly annoying and melancholic." So Pantagruel went away again, whereas, in fact, Rabelais himself stayed on and had an uproarious time.

I like Montpellier, for it is far more lively than most French provincial cities. I lodged recently most comfortably at the Hotel France. I strolled in the interesting streets, some with their old mansions, and in the lovely Promenade du Peyrou, I watched friendly arguments taking place over the tables of the big cafés on the Place de la Comédie. I also visited the Fabre Museum, which houses an excellent collection of paintings. It is worth mentioning, too, that within easy reach are miles of magnificent bathing beaches and sand dunes ; and there are the two small resorts of Palavas-les-Flots and Carnon-Plage—I think the latter is the one I would recommend for a short stay, although the former offers more hotel accommodation.

About fifty miles south-west of Montpellier is Béziers, an important centre of the wine trade, but rather dull. I enjoyed, however, an excellent lunch at the Trou Normand, where the kitchen is supervised by a charming young lady who holds the highest honours in French cookery, for she is a " Grande Dame of the Cordon Bleu."

Next, my travels brought me to Narbonne, described in my Murray's *Guide* as " this intricate, curious, but lifeless town " ; and by Henry James as being " sordid and over-heated." I found the Cathedral, consisting only of a magnificent choir, but, like Beauvais, rewarding. My main goal was in any case Fontfroide Abbey, some eight miles away. There I saw a splendid Romanesque church of the latter half of the twelfth century, magnificently preserved in this dry climate. The cloisters are superb, and the glass windows in the church breathtaking. This rarely visited spot certainly merits my two stars—and a considerable detour, if necessary, in order to visit it.

The way south, both by road and rail, passes for many miles through a strange region of lagoons (*étangs*), and then, after crossing the border, into the ancient province of Roussillon, reaches Salses. It was here the wines were so much appreciated by Voltaire. There is also one of the finest and best-preserved medieval forts in France, built in 1504 by the Spanish. In this frontier province of Roussillon you feel in a foreign land, for the population is neither French nor Spanish, but Catalan, with a language of its own.

Perpignan, once capital of a freak kingdom which was composed of the Balearic Islands, Montpellier, Roussillon and the Cerdagne, is the most important town in this corner of France. It has a distinctive southern character, with an interesting Cathedral and Town Hall. In the courtyard of the latter is one of Maillol's masterpieces, and there is another striking example of this sculptor's work in the main street outside. Overlooking the city is the Palace of the Kings of Majorca, an interesting sixteenth- and seventeenth-century building, at present being extensively restored. Its courtyard is surrounded by an arched gallery of two tiers.

A delightful holiday could be spent exploring Roussillon, with Perpignan on the east, and Latour-de-Carol on the west, as convenient bases. (The small Auberge Catalane at Latour-de-Carol has a Michelin star, and its prices are reasonable.) The main attraction is the valley of the Tet, traversed by road and rail amidst the magnificent mountain scenery of the Eastern Pyrenees.

Not to be missed is a trip to Le Canigou, spending a night at the chalet hotel (7,000 ft.). The panoramic views from the summit of the mountain, described by Kipling as a " magician among mountains," are as rewarding as any in Europe, and fully justify the not too difficult climb from the hotel. The 1,000-year-old Abbey of St.-Martin-du-Canigou is also well worth visiting. It is astonishingly hung on the almost vertical mountainside ; and its vaults are considered to be the oldest Romanesque specimens extant. Then there is the well-known winter sports and summer resort of Font-Romeu, which is well supplied with hotels. It is a good place in which to relax comfortably.

IN OLD CARCASSONNE : A section of the old fortified town in Languedoc, which is surrounded by two ramparts and protected by fifty-four towers. The Cité is largely a wonderful nineteenth-century work of reconstruction by Viollet-le-Duc, but this does not detract from its impressive general effect.

A BRIGHTLY-COLOURED FISHING PORT : Collioure is Gordon's Cooper's " first choice of a resort in which to stay " along the coast between Perpignan and the Spanish frontier. The port has a twelfth-century castle and a fourteenth-century church " rearing above the waterfront."

Bearing in mind the title of this article, " Away From It All " you will find that the coast between Perpignan and the Spanish frontier is very pleasant but hotel accommodation is very limited. Collioure is certainly my first choice of a resort in which to stay. It is a brightly-coloured fishing port, has an old castle (as well as other fortifications) and a fourteenth-century church rearing above the waterfront, and the whole scene is an artist's delight. Near-by Argèles has by far the best bathing on this part of the coast, known as the Côte Vermeille.

To return, for a final paragraph, to the northern part of Languedoc, I would mention that is much of interest, but as the communications, except by road are difficult, the places are best reached by the motorist. A few suggestions are : the impressive gorges of the Tarn ; the celebrated caves of Aven Armand ; the curious and striking limestone plateaux called the Causses, and Conques which is a treasure-house of early medieval ecclesiastical architecture (the Hotel Ste.-Foy can be recommended in this delightful little town).

Readers requiring further information concerning Languedoc and Roussillon can obtain it from the French Government Tourist Office, 178, Piccadilly, London, W.1.

A VISITOR IN FLORENCE

Touring the City and its Environs

Written and Photographed by J. ALLAN CASH

IN THE CENTRE OF THE NORTHERN ITALIAN CITY OF FLORENCE: Among the attractions of the Piazza della Signoria is its array of statues. One of the most notable is the Fountain of Neptune by Bartolomeo Ammannati, which is situated close to the Palazzo della Signoria (or Palazzo Vecchio), a rectangular fortress-palace.

THE ARCADES ALONG THE RIVER ARNO NEAR THE PONTE VECCHIO: The fourteenth-century bridge (part of which is seen on the left) was the only Florentine bridge to escape damage during the war. It is lined with shops whose backs overhang the river.

THE OCTAGONAL BAPTISTERY WHICH STANDS IN FRONT OF THE CATHEDRAL: Built in the fourth-fifth centuries, it was originally the Cathedral of Florence. The outer walls are of green and white marble. The Cathedral itself (Santa Maria del Fiore) was begun in 1296 and the construction of the great cupola in 1420.

THE WELL-PRESERVED ROMAN AMPHITHEATRE AT FIESOLE: Built about 100 B.C. but subsequently enlarged, it held about 3,000 spectators.

ONE OF THE MOST ATTRACTIVE SPOTS IN THE NEIGHBOURHOOD OF THE CITY: Fiesole is high up in the hills and commands wide views across the Arno Valley and of the city itself. This town is a favourite spot for visitors to Florence and can be reached by bus direct from the city.

Florence is not only famed for its fine buildings, its beautiful statues, squares and bridges, but also for its environs. Situated on the broad River Arno, it is surrounded by hills commanding excellent views across the city and along the valley of the river.

In the city itself, in the Piazza Duomo, one of the most imposing buildings is the Cathedral, with an octagonal baptistery standing outside the main entrance. It is most beautiful in the late afternoon, with the sun shining full upon it from the west.

Florence, of course, is also rich in palaces. In the Piazza della Signoria stands the massive Palazzo della Signoria, looking more like a fortress than a palace, surmounted by a tall square tower. Alongside it, across a narrow street, is the Uffizi Palace, which houses, as well as a collection of paintings claimed by some to be the most complete in the world, much beautiful statuary from Roman to modern times, the works of famous artists. In some of its 400 rooms are the archives of the State.

The Uffizi Palace extends to the banks of the Arno, close to the Ponte Vecchio, one of the most renowned old bridges in Italy. During the Allied invasion of Italy, the enemy destroyed all the bridges across the Arno at Florence, except the Ponte Vecchio. Even in the heat of war this bridge was considered to be too valuable a work of art to be destroyed. The approaches were blown up to make the bridge unusable, but the bridge itself, with its arches and its goldsmiths' shops, remained intact. The buildings at either end are being replaced, artistically and in good taste.

Near by, on the other side of the bridge, is the enormous Pitti Palace, containing another rich collection of paintings and sculpture. Behind the palace lie the gardens of Bóboli. Remnants of the old fortifications of Florence can also be seen on the same side of the river, including the Belvedere fortress and an ancient wall with towers. This reaches to a point just below the Piazzale Michelangelo, a glorious square high up on the hillside overlooking the city, with a beautiful statue in the centre, the work of Michelangelo. From one side you can look up the valley of the Arno, towards the distant hills through which the river flows. The other way looks down the river as it winds through the city, with all the bridges clearly visible.

To reach Fiesole, only a few miles away, you can go by bus from the centre of the city. It is a quaint and colourful little village high up in the hills, with superb views all across the Arno valley and of the city itself. It is a place where the visitor to Florence can go for the day, or perhaps to lunch on a terrace or to dine in the evening, or to rest in the wonderfully preserved Roman amphitheatre.

The World of Books—By VERNON FANE

THE ENGLISH CHARACTER

Geoffrey Gorer's Investigation Into the Lives of His Fellow-Countrymen; Peter Quennell's "Hogarth's Progress," and Other Publications Including Aldous Huxley's New Novel

MR. GEOFFREY GORER is a fine anthropologist, a distinguished observer of social *moeurs* and, I should say, one of the bravest authors now writing. The subject of his new book will explain the latter encomium, for Mr. Gorer, himself an Englishman born and bred, has made an inquiry into the English attitudes to home life, love and sex, children, marriage, religion and law and order, and has aptly named it EXPLORING ENGLISH CHARACTER (Cresset Press. 30s.). It is also made quite clear that this is not a survey of Scots, Irish, Welsh or that too-embracing word, British characteristics, but that just the English are being dealt with, kindly, firmly and dispassionately. The result is a book of tremendous interest, based principally on 11,000 completed questionnaires from which Mr. Gorer quotes constantly, with the result that throughout these pages the reader finds the English speaking for themselves.

The author's own final comment is just as worthy of quotation and very revealing: "When I was reading, with extreme care, the first batch of questionnaires which I received, I found I was constantly making the same notes: 'What dull lives most of these people appear to lead!' I remarked; and secondly, 'What good people!' I should still make the same judgments."

HOGARTH'S PROGRESS (Collins. 25s.) is an admirable biography of the man whom Whistler described as the greatest of English painters; the man who lived in and loved London, and unceasingly drew his inspiration from the city and, by the same token, the man to whom London itself owes so much. Mr. Peter Quennell writes of his man with affection, as all good biographers should, and, although he disclaims the role of art-historian, gives an excellent account of the development of Hogarth's genius, his approach to his art, and the details of his greater paintings.

Hogarth owed his first success to his London etchings which attracted immense popularity even among the illiterate and were best-sellers of their times. He was a portraitist of genius: a study of even his most crowded canvases will demonstrate this. And, as a human being, aggressive, kindly, a lover of children and animals, a man of ingenuous affectations, a realist in painting and a practical theorist. All in all, a rewarding subject for this sympathetic biographer.

Karlheinz Schaeffer is a young man who was born in 1927 and instead of a more formal education has spent the greater part of his life so far in being indoctrinated, first by the Nazis, under whom he joined the Waffen S.S. at the age of sixteen, was badly wounded and still carries a piece of shrapnel in his head; and secondly, by the organisers of the Communist Youth movements in Germany, the venue for all this being Berlin. In 1952 Schaeffer's disillusion with Communism came to a head and he escaped from the Eastern to the Western Zone, where he played a prominent part in the riots of 1953. Now, still in the West, he is out of work and rudderless, though by no means a shiftless character, according to his story as presented by Mr. Heinrich Fraenkel, THE BOY BETWEEN (Wingate. 15s.).

A new novel by Mr. Aldous Huxley is always an event whether one has a career-long admiration for his work, or simply an ordinary curiosity about what he is up to now. In THE GENIUS AND THE GODDESS (Chatto and Windus. 7s. 6d.) he is up to writing a middle-aged man's reminiscences of an incident in his youth. As a young man the narrator of the story had been an assistant to a famous physicist and, more than that, his disciple and his passionate admirer. His reverence had even included the physicist's handsome wife, so that when she made it clearer than crystal that she preferred a less aloof affection, he was torn between delight and the Lutheran teachings of his mother. The situation was even further complicated by the infatuation of the fifteen-year-old daughter and resolved only by a car accident, a rather old-fashioned and arbitrary device, in which both the mother and the daughter were killed. Less old-fashioned, and far more Huxleyean, are the concluding words of the reminiscer, as he shows his guest and patient listener out into the night.

"Drive carefully," he said as he opened the front door. "This is a Christian country and it is the Saviour's birthday. Practically everybody you see will be drunk."

WHITE AUGUST (Michael Joseph. 10s. 6d.) is a first novel by Mr. John Boland, and has the same relation to science fiction as John Wyndham's brilliant *Day of the Triffids*, which you may remember. In the present book the scene is also England, during a summer heat wave, and the extraordinary factor is the coming of a snowfall which lasts, not for a few hours, but relentlessly for week after week at a rate of 4 or 5 ins. a day, until the country is buried, half-suffocated and disorganised to a terrifying extent. England, says the Prime Minister, is at war with an unnamed and hideously ingenious enemy. Mr. Boland has a good deal of fun with his idea and its development.

THE RESTORATION OF AN OLD AUSTRALIAN HOUSE: This building in the Sydney suburb of Parramatta, the second oldest settlement in the country, is believed to have been built about 120 years ago. In its restoration as offices for the Manufacturers' Mutual Insurance Limited, the architects, S. H. Buchanan and Felton, of Sydney, have retained its original character. Inside the house is a fine old swept circular stone staircase. The site of this building is of historical interest, as it is reputed that John Batman, founder of the City of Melbourne, was born in 1800 in a wattle-and-daub house at the rear of the plot.

Mr. Michael Barrett has written *his* first novel in THE REWARD (Longmans. 10s. 6d.), a story of the Argentinian desert, and about the hardships that a group of men, an Englishman, a police inspector and his men, decide to undergo in order to achieve their goal of treasure. In this case, however, the treasure is neither buried nor bejewelled, but the huge money reward offered for the capture of a man wanted for kidnapping and murder, the criminal being a former associate of the Englishman. Tough and tense and quite ably constructed.

Mrs. Sheila Mackay Russell writes about a district nurse in the backwoods of Canada, her naïve expectations of an escape from routine and her subsequent disillusion and later faith, in THE LIVING EARTH (Longmans. 12s. 6d.). Whether the author intended it or not, the essential value of this novel lies not in the problems with which its characters have to contend, but in the vivid rendering of the physical scene: the blighting winters, scruffy, small stores, difficult transport and sudden flashes of beauty from snow and trees.

"Short stories are a luxury which only those writers who fall in love with them can afford to cultivate," writes Mr. Rhys Davies in his preface to his own COLLECTED STORIES (Heinemann. 18s.), and adds later: "The short story gives the release of a day off. . . ." In this rich list, forty-three stories altogether, Mr. Davies illustrates his theory that short stories can be allowed to laugh, whereas a humorous novel can get on one's nerves, and has chosen a number of tales to contrast happily with his more sombre subjects. He is, first and last, a story-teller and, reading his work, I can often imagine how it might gain from being heard, first of all, in the author's own voice.

The overseas contingent of fiction is well represented this week with two French books, one Nordic and one about revolutionary Russia. THE WIND BLOWETH WHERE IT LISTETH (Collins. 12s. 6d.) is M. Paul André Lesort's human and perceptive story of a man and woman, very much in love, resolving their own difficulties about work, children and the minutiæ of everyday life, against a background of the unresolved problems of the late '30's and the beginning of the war. Well translated by Antonia White.

M. Marcel Aymé's THE GREEN MARE (Bodley Head. 12s. 6d.) has been translated by Mr. Norman Denny, and will delight those people who enjoyed the French original twenty-two years ago. It is just as earthy, sweaty, satiric and surprising as it was then, or almost. It could certainly come from no other country.

Nor, I think, could THE MARRIAGE FEAST (Chatto and Windus. 12s. 6d.), by Par Lagerkvist, a Nobel Prize winner and the highly original author of these nineteen short stories which have been translated by Mr. Alan Blair, with the exception of one that has been translated by Mr. Carl Eric Lindin. Fact, fiction and fable have no distinct borderlines in this collection, which includes most of the author's stories written during the past thirty years.

THREE CITIES (Macdonald. 18s.) is a new edition of Sholem Asch's trilogy, designed to reflect the historic transition from the Czarist to the Bolshevist regime: Petersburg, Warsaw and Moscow. It still affects the reader as an impressive novel in the grand manner, and has been admirably translated by Willa and Edwin Muir.

Mr. Hugh Ross Williamson's historical novel, JAMES BY THE GRACE OF GOD (Michael Joseph. 12s. 6d.), is an admirable reconstruction, elegant in style and immensely readable, of the last days of the Stuart monarchy, the flight of James II and the invasion of England by his Dutch son-in-law, William III.

Finally, an outstanding story of suspense and mystery is Miss Elizabeth Hardwick's THE SIMPLE TRUTH (Weidenfeld and Nicolson. 10s. 6d.). In this Miss Hardwick takes her material from an actual trial in the United States not long ago, in which a young man is accused of strangling a girl, a fellow-student, who is discovered lying dead on his bed. The circumstantial evidence is very strong but there are, nevertheless, many people in court who believe in the boy's innocence, and in this tense and beautifully underwritten story, Miss Hardwick gives her solution.

VOGUE FOR VICTORIANA

An Example of a Swing in Fashion

One of the more significant facts to be derived from the second volume of THE CONCISE ENCYCLOPEDIA OF ANTIQUES (The Connoisseur. 42s.) is that the editor, L. G. G. Ramsey, devotes a whole chapter to Victoriana. The swing in fashion has been extraordinary, as witness James Laver's remark that thirty years ago the Albert Memorial was only admired by the extremely naïve and old-fashioned; to-day it is only admired by the extremely sophisticated and up-to-date. Thirty years ago the late Arnold Bennett was thought eccentric and even a little perverse to take an interest in papier maché with scenes of Balmoral by moonlight in inlaid mother-of-pearl. To-day, tables and chairs of this kind command high prices in the sale rooms. In a word, it is once more "done" to admire Victoriana.

This new *Encyclopedia*, a handsome and essential companion to volume one, contains a host of interesting things, with notable chapters on European tapestries and carpets, Japanese prints, cottage pottery and popular art, Wedgwood, Sheffield plate, musical instruments, coins and medals, barometers, jade, musical boxes, French glass paperweights, pharmacy jars, and wine, spirits and sauce labels. It is a delightful volume, both in content and presentation.

Bismarck has been called the Iron Chancellor so often that it could almost be said the iron has entered our minds and has become a fixture there to the exclusion of much else about this remarkable man. This bitter, cynical neurotic at the age of thirty seemed doomed to failure, his gifts running to nothing. He was launched into national politics, and so into the field of international diplomacy, by the merest chance. A. J. P. Taylor has written a superb biography of BISMARCK (Hamish Hamilton. 18s.). It must be one of the few balanced portraits of the great statesman, paying attention not only to the years of German unification, but to the years between 1871 and 1890, over which most biographers have tended to gloss. Mr. Taylor displays both wit and realism in presenting a portrait of this complex man. The final chapter dealing with Bismarck's dismissal and retirement is poignant. To Metternich dismissal meant the finish. He told his wife: "Yes, we are dead, all right." But Bismarck was not one to give up easily and at seventy-five he still had hopes of being recalled. Twenty-nine years in supreme power had spoilt him for retirement and the quiet country life of a Junker squire.

At the beginning of 1949 Jean Filloux, a young French engineer, had completed his studies and was hard at work on his first job at Fontainebleau. He saw an advertisement in a yachting magazine calling for adventurers dreaming of new horizons to join in a world cruise. That was enough for Jean, and so it came about that he joined the good ship *Copula*, a catamaran with the rig of a Chinese junk, and made the historic crossing in this twin-hulled craft from Bordeaux to New York. In THE CROSSING OF THE COPULA (Collins. 12s. 6d.), he tells the story of this great adventure which took the author and his three companions down the coast of Portugal, to the Moroccan port of Agadir, and so across the waters to the Canary Islands, the Caribbean and the coasts of Florida and New York. Jean Filloux tells his story with great gusto, and it would be hard to find a volume more clearly earmarked for holiday reading.

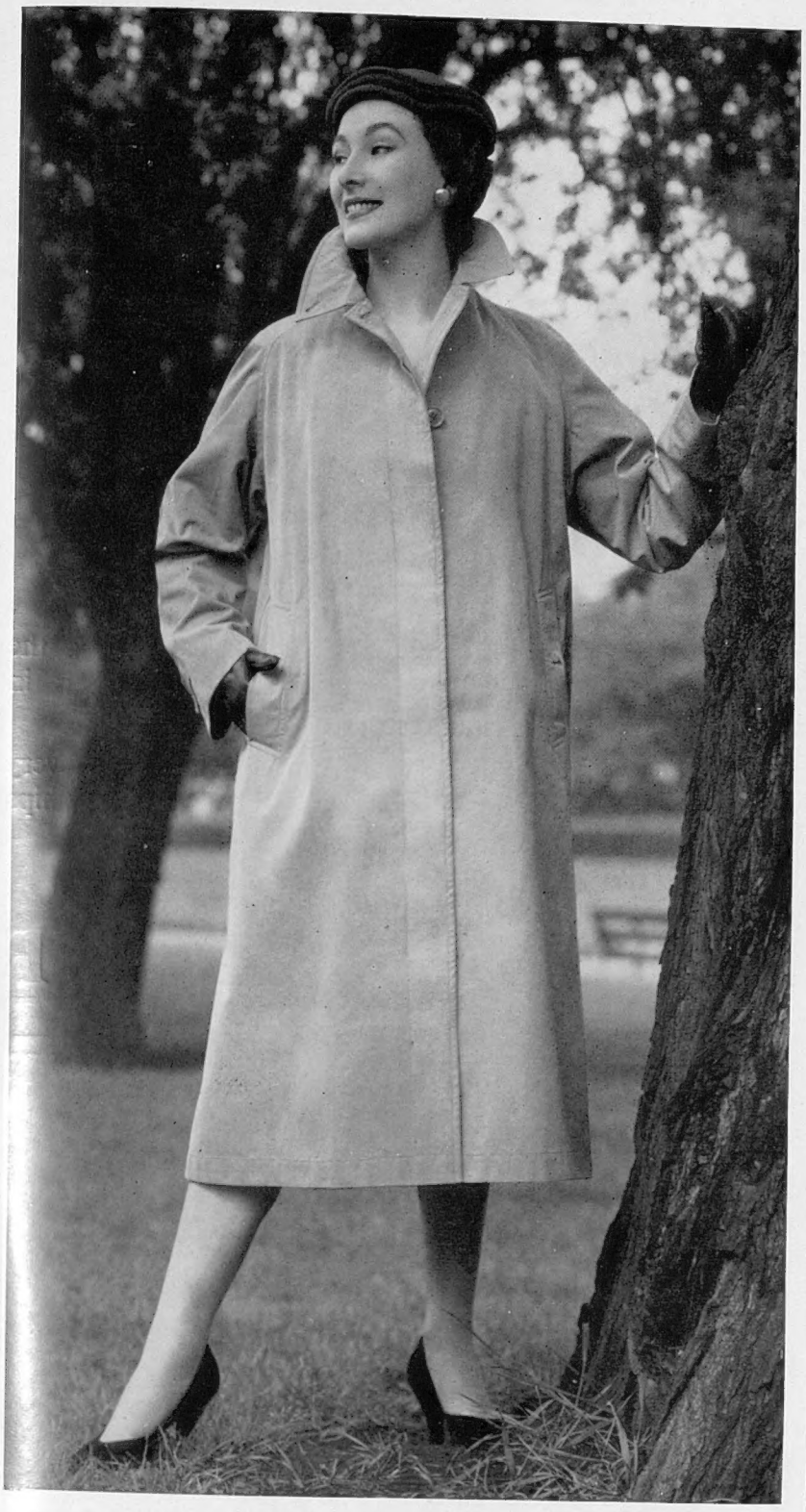
It was inevitable that Tenzing, the man who climbed to the roof of the world with Sir Edmund Hillary, should write an autobiography, and in doing so he has had the help of James Ramsey Ullman. MAN OF EVEREST (Harrap. 18s.) is, however, somewhat of a disappointment. It is written with such obvious care, such thought for the opinions of the world, that the character of this modern hero tends to be shrouded in a blanket of carefully-chosen words. In view of the controversies at the time over the meaningless question of who got there first, Hillary or Tenzing, this special care is no doubt justified. One can feel extremely sympathetic both with Tenzing and his chief, Colonel Hunt (now Brigadier Sir John Hunt), at the barrage of nonsensical speculation they had to face on their return from Everest to India. If the world showed no dignity on this historic occasion, at least it can be said the climbers behaved with admirable discretion.

George Speaight's THE HISTORY OF THE ENGLISH PUPPET THEATRE (Harrap. 25s.) lifts the curtain on a chapter in the history of the theatre that has never before been told with real adequacy. The origins of the puppet theatre in Ancient Greece, and its flowering in Renaissance Europe, reveal how deep go the roots of this particular branch of the drama.

The latest of Paul Jennings's books in the "Oddly" series is NEXT TO ODDLINESS (Reinhardt. 9s. 6d.). If anything, it is "even oddlier" than his first effort, *Oddly Enough*. Mr. Jennings is a humorist of fresh vision, with a true flair for satire.

CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 2s., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.

By Appointment Makers of Weatherproof Clothing to the late King George VI



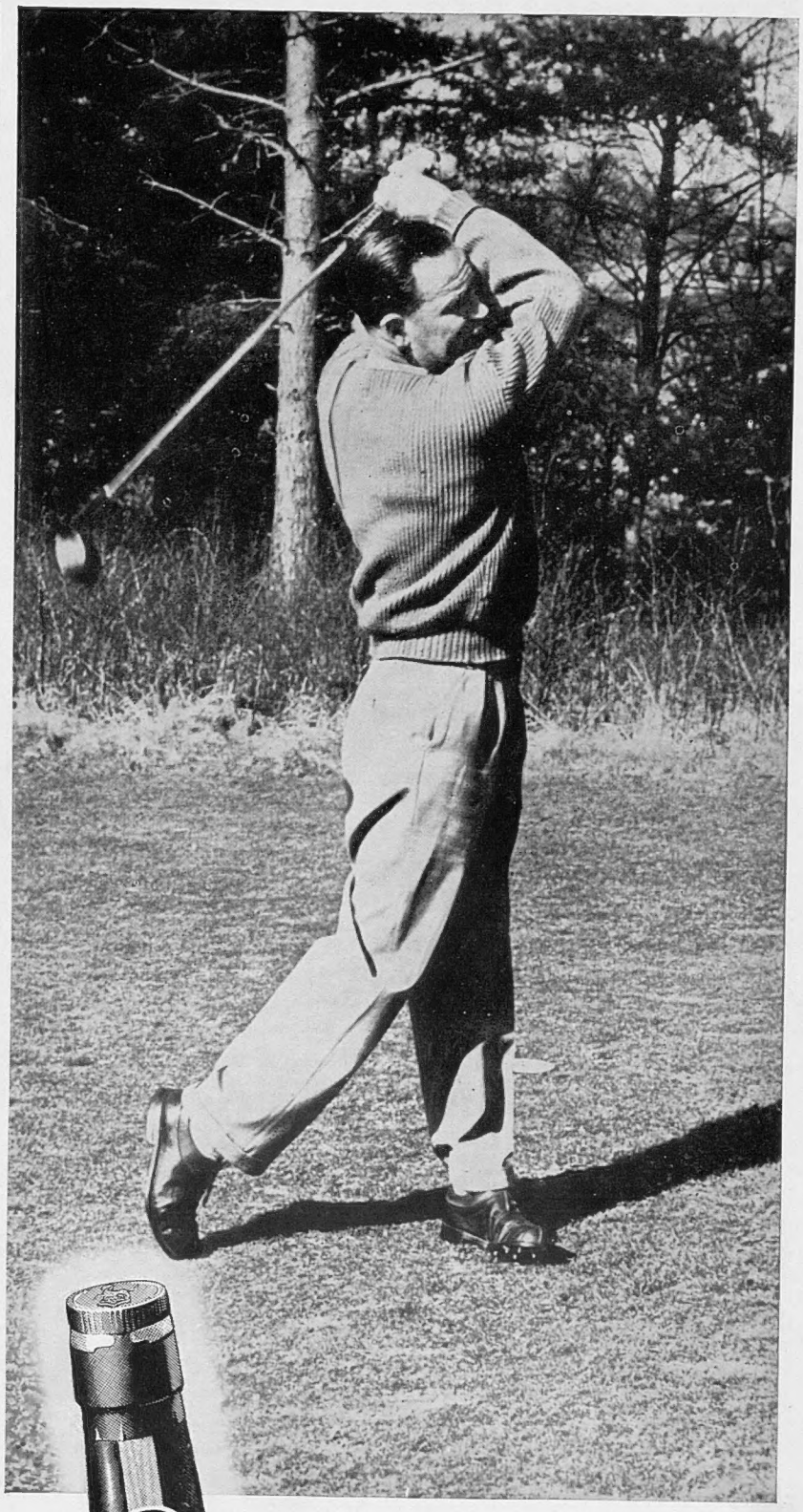
This Week's News from

BURBERRYS

A discriminating young woman this, weatherwise and fashionwise, too! Not for her the clammy stickiness of lesser rainwear; not for her an unlooked-for wetting from a sudden shower. Her choice is, of course, the Burberry, its classic lines so right on all occasions and its miraculous double-proofing a match for the wildest weather. Burberry Weatherproofs are available from £6.18.0d., at Haymarket and from appointed agents in all the principal towns in Great Britain.

HAYMARKET LONDON S.W.1

Telephone: Whitehall 3343 *BURBERRYS LTD.*



The Spirit of Sportsmanship

'Quality Tells'

WM. SANDERSON & SON LTD., LEITH. *London:* 63 PALL MALL, S.W.1

The Blue Seal awarded to LEYLAC SUPERFINE ENAMEL as evidence that PURITY—QUALITY—MERIT have been maintained constantly for a period of not less than TWENTY YEARS.

for Life!

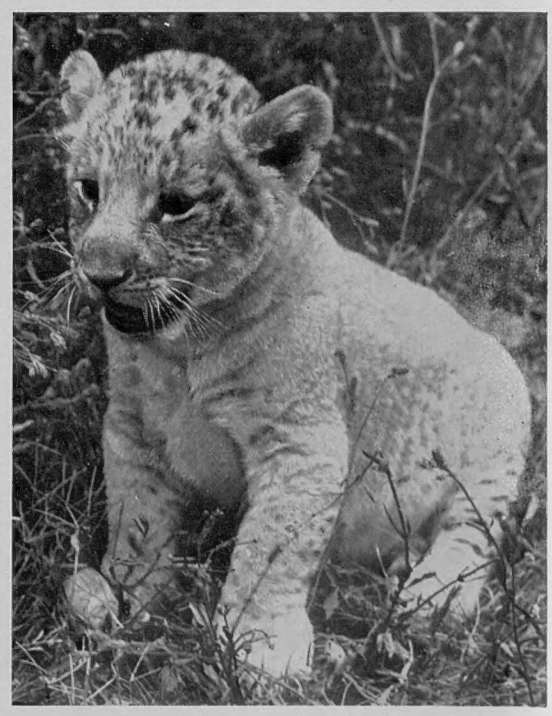
A Leyland Quality PAINT Product

Write now for colour card to:-

LEYLAND PAINT & VARNISH CO. LTD.
LEYLAND LANCS & LONDON
BRANCHES THROUGHOUT THE COUNTRY

Come and see me

between
NOW and OCTOBER
in the Kruger National Park in



Sunny South Africa

This *is* the best time of the year to visit not only the Kruger National Park, but also the Victoria Falls in Rhodesia and the coastal resorts of Natal.

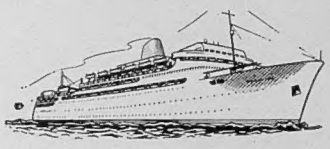
Go by the regular Mail Service from Southampton every Thursday afternoon at 4.0 or by the Round Africa ships twice monthly from London.

Details from Travel Agents or 3 Fenchurch Street, London, EC3

UNION-CASTLE

P.S.N.C.

wish to announce that their New Luxury Passenger Liner



S.S. "REINA DEL MAR"

will be in service on their U.K. to West Coast of South America route next year, offering passengers excellent accommodation at economical rates.

THE PACIFIC STEAM NAVIGATION COMPANY,
Pacific Building, James Street, Liverpool, 2. Telephone : CENtral 9251

HOW MUCH DO YOU MISS?

Enjoy the wealth of detail revealed by a modern Binocular. For all sporting events, touring and bird watching, take a Dollond LUMOS with you. This glass, as illustrated, magnifies eight times. Price, with case, £10.10s. Deferred terms available. Catalogue free. You will find here a complete selection from which to choose.

The Dollond LUMOS

DOLLONDS

28 Old Bond Street, W.1.

Dollond & Aitchison Ltd., Est. 1750. Branches throughout London and Provinces.

Guinea Grain

A splendid example of Barling genius, that combines comfort and cool smoking. The special mouthpiece and overall light weight provide the comfort; the sturdy, mellow briar bowl keeps your smoke from getting too hot.

Also available in Standard and Sandblast Series

ALWAYS INSIST ON A

Barling

LONDON 1812

PIPEMAKERS IN LONDON SINCE 1812

Overseas Visitors

Within bow-shot of Eros—at Ford Motor Company Limited, 88 Regent Street, London, REGENT 7272—you can find out how to see Britain in a car of your own. Ask for details of the 'Visit Britain' Plan.

For QUALITY

PRINTS AND ENLARGEMENTS

BY SPECIAL NEW PROCESS POST TO

Wallace Heaton Ltd.

127, NEW BOND ST., LONDON, W.1
17, BERKELEY ST., W.1. 166, VICTORIA ST., S.W.1

POSTING BAGS AND PRICE LIST FREE

OUR PORTRAIT STUDIO SPECIALISES IN CHILDREN

IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him, c/o The Editor, THE SPHERE, *Ingram House, 195–198, Strand, London, W.C.2.*

ONCE again my wife and I have toured Devon. We visited hotels both known and unknown to us, and though such a trip was by no means the holiday that some may imagine, it was full of interest and incident.

We spent one night at a new "find" in Douglas Avenue—the best residential quarter of Exmouth. There, Miss E. Lee, who some readers will recall at Chagford, has opened a charming house called "Brandon" as a country house hotel. It was hard to believe that we were under a mile from Exmouth's busy holiday sea-front, and it was strange in the morning to hear the call—believe it or not—of a cock pheasant. Miss Lee is a past mistress of homely comfort and catering. Very reasonable in her charges, this hotel can be well recommended for long-term or winter residence.

Torquay was our next objective, and we lunched at The Grand, which, in spite of two changes of ownership in recent months, has still those two mainstays of management, Mr. and Mrs. R Paul.

No one could have faulted our meal, and the table waiter unknowingly gave us the clue to the Grand's continuous popularity. "Pretty busy to-day," I commented to him. "Nearly always busy," he replied, and then went on, "we are still getting many of the same people back here year after year." Return visitors are ever a sure sign of good management.

We were fortunate that night in getting one of the few available remaining rooms at The Imperial. Its number, 221, we shall long remember, for we cannot recall—outside of London's Savoy—a more completely-equipped apartment. Yet it had something which the Savoy cannot claim, a wonderful panoramic view of Torbay. In its Marine Restaurant we feasted on that view still further, and were able to appreciate the better this "English hotel in the Mediterranean manner."

Next morning we looked in on what, in our opinion, is one of the best of the Trust House group—The Palace Hotel at Paignton. Mr. and Mrs. Scott are most able managers, and in company with Mrs. Scott we toured the hotel from basement to bedroom floors.

It is slow going around that corner of Devon which embraces Dartmouth and Start Point, and it was two weary souls who pulled up at the St. Elmo Hotel, Salcombe, for the night. Standing on the hillside above Salcombe's south sands, one always senses here efficiency blended with a cheerful atmosphere of holiday informality.

The Beacon Hill Hotel at Newton Ferrers was our next objective, and as usual Mr. and Mrs. J. Mallett were quickly in evidence to receive their "chance" callers. Mrs. Mallett is still generalissimo on the kitchen front, and that her culinary skill is above the ordinary is evidenced by the fact that at a recent Hotel Gastronomic Contest held at Torquay, she was the only woman to receive one of the primary awards.

A happy memory is the restful night we spent at Endsleigh, once the Devon home of the Duke of Bedford, and now a guest-house. Here we were transported to the luxuries of the Victorian era—brass bedsteads, box-spring mattresses, floral wallpapers—with twentieth-century comforts such as a private bathroom, electric heating and lighting. Over and above the cooking, which was superb, we noticed our bed-linen and table napkins embroidered with the ducal coronet, and bearing the date 1856. What a testimony to good quality and good laundering!

Another night was spent in a small but compact bedroom at Rockham Bay Hotel, near Mortehoe, formerly named Hillside Cottage Hotel. The change of name became a necessity, for since Mr. and Mrs. W. S. Charlesworth acquired the hotel it has grown from some dozen bedrooms to forty. Apart from its compactness and reputation for catering, Rockham Bay Hotel draws its clientele as much as anything for its friendly informality. It is one of those all-too-rare British hotels where one finds oneself making new friends soon after arrival.

This north corner of Devon cannot be hurried over, and it was nearly 1.30 p.m. the next day before we reached The Mount Hotel, Ilfracombe, for lunch. Here we were to meet one of the up-and-coming school of hotel managers, Mr. D. A. Fletcher, who struck me as the right man for an hotel which does so much in the holiday season to cater for its visitors' daily enjoyment. With panoramic views of sea and coastline this hotel is run on sea-cruise lines, that is, you know at the outset the all-in cost, drinks excepted, and fun and frolic is laid on without the possible ordeal of lying prostrate in one's cabin! Mr. Fletcher, in fact, "pursers" this land-ship hotel with efficiency, energy and enthusiasm.

We ended the North Devon part of our trip with a night at that hotel jewel set on the hillside, The Tors Hotel at Lynmouth. We were glad to hear that advance bookings were good, an indication that the able direction of Major and Mrs. C. Bruckner is becoming increasingly recognised. Recently repainted without, and always spruce and gay within, we occupied the same bedroom which Princess Wilhelmina of the Netherlands had when she visited there. This, like many of the bedrooms, has a most impressive sea and coastal view, and as for much of the day The Tors is bathed in sunshine, it makes an ideal headquarters for touring North Devon and Exmoor.

Next we stayed at that almost internationally famous hotel, Woodford Bridge, at Milton Damerel, which lies on the road between Bideford and Holsworthy. Still run by the Douglas family (Mrs. Douglas, her son and daughter-in-law), this country house hotel is as comfortable and satisfying as ever. Some stay here for the fishing, others for the catering, and all for the sense of restful surroundings With only eleven bedrooms we counted ourselves fortunate in getting accommodation.

Finally, we wound up our Devon tour as a whole with a night at one of our favourite inns, The Rock, at Haytor Vale, where Mr. and Mrs. Stanley Coles provide perfection in food, wine and bedroom comfort.

ABERDOUR, FIFE. WOODSIDE HOTEL
On the sunny Fifeshire coast, within three-quarters of an hour's reach of Edinburgh, this most comfortably furnished hotel is famous for its cuisine and cellar, and as a holiday headquarters has every amenity close at hand: Golf, Fishing, Tennis, Boating and Bathing. Tel.: Aberdour 8.

BATH. LANSDOWN GROVE HOTEL
Distinctively individual, with an appeal to all, irrespective of age. Standing in own beautiful grounds. Every comfort. Rooms with private bath. Delightful cocktail bar and grill room. Lift. Garage. Fully licensed. A.A., R.A.C. Tel.: 5891.

BIRCHINGTON-ON-SEA. THE BERESFORD
A fine hotel on the bracing Kentish coast of THANET with its own sea promenade, squash and tennis courts, ballroom, cocktail bar and everything laid on for the fastidious in room service, cuisine and cellar. R.A.C. and A.A.**** For reservations Tel.: THANET 41345.

BOURNEMOUTH. CARLTON HOTEL
A.A. 5 Star. Well spoken of always, for Service is the keynote. Situated on the East Cliff and facing full south, enjoying both sunshine and sea views. 150 bedrooms and suites. Lifts. Central Heating. Excellent garage facilities. Tel.: 6560.

Nr. BRAUNTON, N. Devon. SAUNTON SANDS HOTEL
Overlooking Bideford Bay. All that is best in a modern hotel. Supreme comfort, Squash, Dancing, Surfing, Tennis, Riding. Golf at Saunton Golf Club. Fully licensed. Terms from 35s. daily. Trains met by appointment. Tel.: Croyde 212.

CIRENCESTER, Glos. STRATTON HOUSE HOTEL
For both sport and country. Squash, Golf, Tennis, all close at hand. A Cotswold countryside rich in scenery and a lovely Cotswold Manor, comfortable, warm, and renowned for its cuisine and cellar. Tel.: 835.

HONITON, S. DEVON. DEER PARK HOTEL
Offers entertainment for all ages over 14. Trout fishing, Squash, Tennis, Putting. Excellent food, vintage cellar, Jersey herd, home farm produce. Terms 11–15 gns. inclusive, except Fishing, 5s. daily extra. No dogs. Tel.: 64.

HYTHE, Kent. HOTEL IMPERIAL
Stands in a wonderful island position overlooking the sea. 9-hole Golf course, Tennis, Croquet, Bowls, Putting, all in own 50-acre grounds. First-class comfort, food and service. Cocktail bar; sun-deck lounge, Ballroom. Manager, C. Greame Horspool. Tel.: 67441.

LLANDUDNO. ST. GEORGE'S HOTEL
like Johnny Walker is "still going strong"!
Come this year and share the sea and scenery with us. Come and enjoy our excellent cuisine, our ballroom and cocktail lounge. Free golf, too! Write to me personally, G. F. Perl, Manager. Tel.: 7873.

LONDON, N.W.4. HENDON HALL
First-class Residential Hotel, once home of David Garrick. 20 mins. West End. Excellent cuisine; fully licensed; phones all rooms; suites with private bath. Hard Tennis, Putting, Billiards. Adjoins Hendon Golf Club. Hendon 1456.

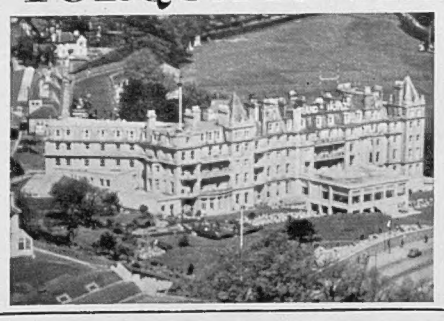
A perfect holiday in sunshine or shower at
MATLOCK. SMEDLEY'S HYDRO
in the heart of Lovely Derbyshire. The Booklet of Smedley's will be gladly sent on application to The Manager, Smedley's Hydro, Matlock.

MORECAMBE, Lancs. STRATHMORE HOTEL
Enjoy a Summer holiday in the healthy, mild climate of Morecambe Bay. C.H., Lift, quiet position overlooking the sea. A delightful hotel and an excellent base for the Lake District and Yorkshire Moors. Open all the year. Tel.: 1314.

MUNDESLEY-ON-SEA, Norfolk. GRAND HOTEL
Fine sands, bracing air, plenty of sunshine. Good food, wines and service. Open Whitsun to October. Tel.: 190.
(Under same direction—MANOR HOTEL, MUNDESLEY.)

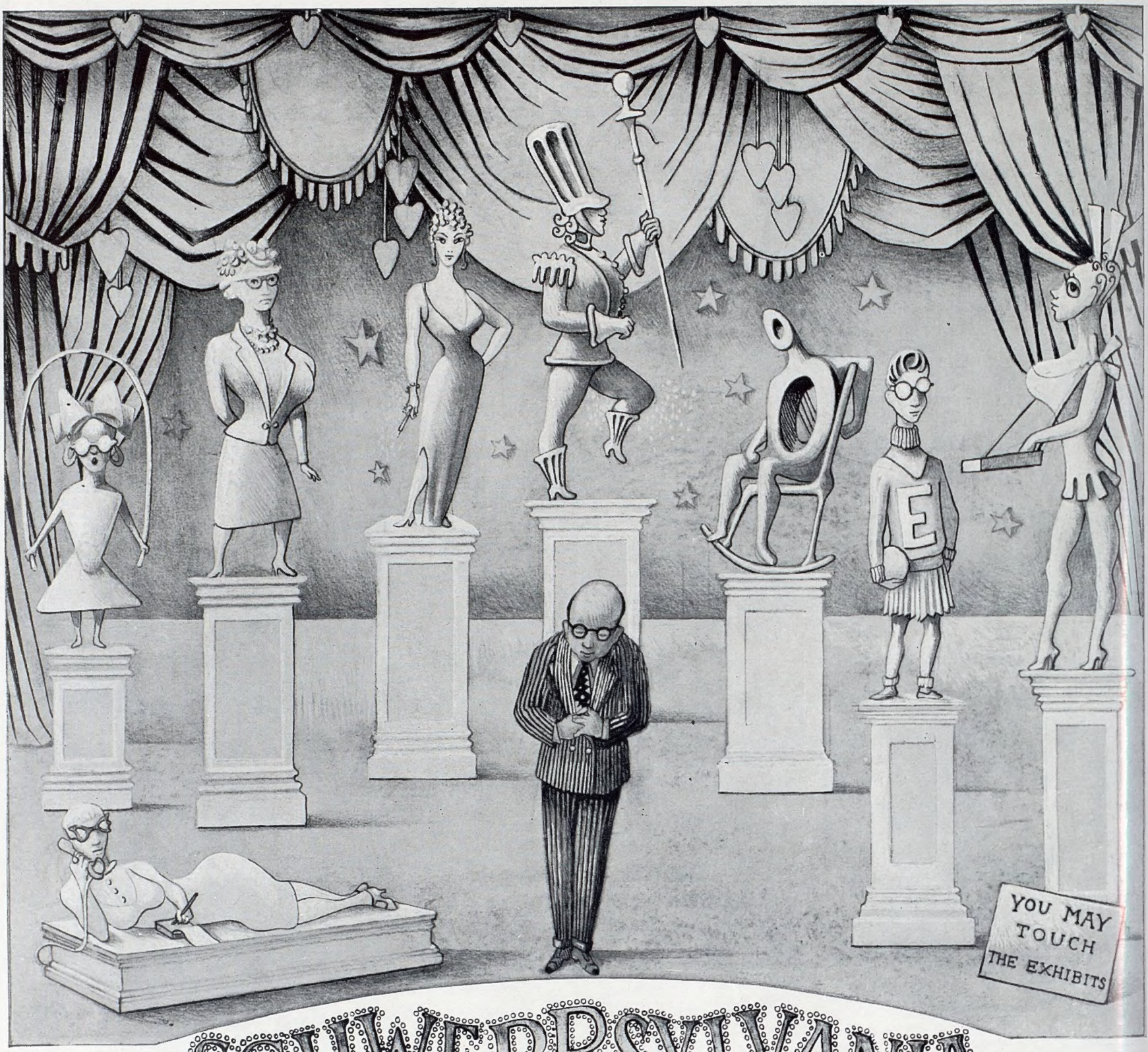
SIDMOUTH. BELMONT HOTEL
Best in its own class; is in tune with this sunny South Devon resort. Refined and unostentatious. No music, dancing or cocktail bar, but fully licensed. Famous for catering and comfort, it ever keeps abreast of the times. Tel.: 1555.

NR. STROUD, Glos. MOOR COURT HOTEL
An hotel of contentment situated in some of the finest Cotswold country. Ideal for exploration and for experiencing English country life at its best. Tel.: Amberley 2283.

TORQUAY. GRAND HOTEL

For your Summer holidays
Facing full South, overlooking Torbay, with tennis, squash, golf and dancing all free to residents
Write O. R. Paul
Tel.: 25234.

ROYAL TUNBRIDGE WELLS. THE SPA HOTEL
Faces the south and the sun, 400 ft. up in 65 acres of parkland. Thirty miles from London and the coast. Fully licensed. First-class cuisine. Lift, cocktail lounge and ballroom. Free golf on own sporting 9-hole course. Residential terms by arrangement. Tel.: 20331 (3 lines).

WEYBRIDGE, SURREY. OATLANDS PARK HOTEL
One of Britain's best-run Country Hotels, only 30 mins. from London's West End. Own Swimming Pool, Sporting Golf Course, Tennis, Squash, Dancing, Billiards, Bowls—all free to residents. 60 acres grounds, 150 rooms (many with private bath); self-contained suites. Moderate inclusive terms. Brochure. Weybridge 1190.



Devised by Stephen Potter

SCHWEPPSYLVANIA & THE WOMAN FIGURE

Drawn by Loudon Sainthill

Visitors to Schweppsylvania will notice the reverence there, more than anywhere, for the female, and the importance, to the Schweppsylvanian, of the woman-figure. Here we see, being important to the typical man,

the typical Girl Next Door-figure, the Woman He Married-figure, the Woman he Nearly Met-figure, the Campus-figure, the Mother-figure, the Girl at School-figure, the Girl he was Never Able to Speak to-figure, and His Friend's Secretary-figure.

SCHWEPPERVESCENCE LASTS THE WHOLE DRINK THROUGH

Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Ingram House, 195–198, Strand, London, W.C.2, and Printed in England by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, London, W.C.2. SATURDAY, JULY 16, 1955. Entered as Second-Clas Matter at the New York (N.Y.) Post Office, 1903.